

AGENDA

**Regional Transportation Council
Thursday, June 13, 2019
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:00 – 1:05 1. Approval of May 9, 2019, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the May 9, 2019, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

1:05 – 1:05 2. Consent Agenda
 Action Possible Action Information Minutes: 0

2.1. FY2018 and FY2019 Unified Planning Work Program Modifications
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its May 2019 meeting to recommend Regional Transportation Council approval of the modifications.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2.2. **\$3 Million Arlington Preliminary Engineering Study**

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$3 million in Surface Transportation Block Grant Program funds for a preliminary engineering study in the City of Arlington will be requested. The proposed location will be an extension of AT&T Way between Division and Abrams and will grade separate the Union Pacific main line.

Background: With increasing train movement by the Union Pacific Railroad, as well as increasing north/south automobile traffic in Arlington, increased reliability of pedestrian, bicycle, and roadway traffic is needed. This initiative is in combination with safety improvements and special event travel demands and represents an effective opportunity to achieve these goals. [Electronic Item 2.2](#) indicates the location of this proposed improvement.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:05 – 1:20

3. **Orientation to Agenda/Director of Transportation Report**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Rickey D. Callahan, Councilmember, City of Dallas
2. Recognition of Kathryn Wilemon, Former Councilmember, City of Arlington and Charles Emery, Former Chairman, Denton County Transportation Authority at the July RTC Meeting
3. United States Housing and Urban Development/White House Initiative on Opportunity Zones
4. Attorney General Ruling on IH 35W 3C Project
5. Texas Transportation Commission Approval of the IH 635 East Project (TxDOT Event in Late June Postponed)
6. Recent Texas Transportation Commission Request Impacting the Unified Transportation Program
7. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
8. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
9. Status Report on Ozone ([Electronic Item 3.1](#))
10. Clean Air Action Day, June 21, 2019 (www.airnorthtexas.org) (Handout)
11. Travel Demand Management Performance Report ([Electronic Item 3.2](#))
12. Extension of TEXRail into Southwest Fort Worth ([Electronic Item 3.3](#))
13. Funding Request for Redevelopment Master Plan for Hensley Field
([Electronic Item 3.4](#))
14. May Public Meeting Minutes ([Electronic Item 3.5](#))
15. June Public Meeting Notice ([Electronic Item 3.6](#))

- 16. Progress North Texas (Handout)
- 17. Public Comments Report ([Electronic Item 3.7](#))
- 18. Recent Correspondence ([Electronic Item 3.8](#))
- 19. Recent News Articles ([Electronic Item 3.9](#))
- 20. Recent Press Releases ([Electronic Item 3.10](#))
- 21. Transportation Partners Progress Reports

1:20 – 1:30

4. **Transportation Alternatives Set-Aside Program Fiscal Year 2020 Project Selection**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide information regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) applications received and evaluation process. A recommendation of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened a Call for Projects on December 17, 2018, with the option of additional funds to be added. Applications were due on March 1, 2019. Projects eligible for funding included active transportation that will substantially improve safety and provide opportunities to walk and bicycle. Project scoring is based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. [Electronic Item 4.1](#) provides additional information on project scoring. [Reference Item 4.2](#) reflects NCTCOG staff project recommendations.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
- Transit Asset System Performance/Freight/CMAQ

1:30 – 1:40

5. **Historical Joppa Neighborhood Improvements**

Action Possible Action Information Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to fund interchange improvements at Loop 12 and the entrance to the historical Joppa Neighborhood (at Carbondale), in addition to funding a pedestrian bridge over the Miller Yard railroad tracks at Linfield Road to improve the safety and mobility of the residents.

Background: The North Central Texas Council of Governments (NCTCOG), along with the City of Dallas, is proposing improvements to increase vehicle and pedestrian safety at Loop 12 and Carbondale Road by providing roadway and pedestrian improvements. Better access and sidewalks are needed at the entrance to the Joppa Neighborhood from Loop 12. Union Pacific Railroad is also adding a bypass track through the Miller Yard at Linfield Road. The addition of faster moving trains, along with slower moving trains within the Miller Yard, would pose a substantial safety risk to pedestrians trying to

cross the tracks at grade. NCTCOG and the City of Dallas are proposing to build a pedestrian bridge to alleviate this safety risk.

A brief overview of these safety improvements was presented to the Surface Transportation Technical Committee during its May 2019 meeting, and the Committee will be asked to endorse the improvements at its June meeting. Staff's funding recommendation is included in [Reference Item 5](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:40 – 1:50

6. **Clean Fleets North Texas 2019 Call for Projects**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval to open a Clean Fleets North Texas 2019 Call for Projects (CFP) to subaward funds for diesel vehicle and equipment replacement projects. Staff received Surface Transportation Technical Committee recommendation of Regional Transportation Council approval at its May 24, 2019, meeting.

Background: In June 2018, the North Central Texas Council of Governments submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. EPA has awarded this proposal, which provides federal funds to replace older, high-emitting diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments in the ten-county ozone nonattainment area. Staff is proposing to open a CFP to award these funds, along with remaining funds from a previous EPA award of similar scope. [Electronic Item 6](#) provides additional details.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:50 – 2:00

7. **Legislative Update**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 116th US Congress convened on January 3, 2019. The 86th Texas Legislature convened on

January 8, 2019, and recently concluded on May 27, 2019. Staff will provide updates on key positions of the Regional Transportation Council.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:00 – 2:10

8. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action Possible Action Information Minutes: 10
Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Council on the Fiscal Year (FY) 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for surface transportation projects that will have a significant local or regional impact.

Background: In April 2019, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2019 BUILD Discretionary Grant Program for capital investments in surface transportation infrastructure expected to have a significant mobility and economic benefits at the local or regional level. A copy of the Notice of Funding Opportunity that details the \$900 million discretionary grant program for FY2019, as well as the application requirements, is available at www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf. Applications are due to the US DOT by July 15, 2019. Candidate rail and roadway projects will be discussed as part of this item, and a final project list with a proposed funding plan for each project will be presented for action at the July 11, 2019, meeting.

For agencies in the region expecting to submit projects, please be aware that you must complete the www.grants.gov registration process before submitting an application, and that this process usually takes two-to-four weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council, requests must be submitted to Rebekah Hernandez by Friday, June 28, 2019, at rhernandez@nctcog.org.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:10 – 2:20

9. **Virgin Hyperloop One**

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on hyperloop technology efforts within the region and the State.

Background: In July 2018, the Regional Transportation Council committed to explore hyperloop technology for two major transportation initiatives: 1) a high-speed corridor connecting Dallas, Arlington and Fort Worth, and 2) a conceptual feasibility study on a proposed corridor from Fort Worth to Laredo. In addition, Virgin Hyperloop One has invited the region to participate in an initiative in Washington, DC, brainstorm with them on the feasibility of a certification facility within the region, and assist with the national showcase of hyperloop technology.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:20 – 2:25

10. **SH 360 Partnership Update**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the SH 360 project, implemented in partnership with the North Texas Tollway Authority (NTTA) and Texas Department of Transportation (TxDOT).

Background: Construction on SH 360 south of IH 20 to US 287 began in November 2015 as part of a partnership among local governments, TxDOT, NTTA, and the Regional Transportation Council. The initial SH 360 project added two toll lanes in each direction from approximately two miles south of IH 20 near East Sublett Road/West Camp Wisdom Road to US 287. In addition, the project provided ultimate intersection enhancements and frontage road improvements to deliver continuous non-tolled frontage roads throughout the corridor. The project also added US 287 north and southbound main lane bridges over SH 360 and a portion of the US 287 northbound frontage road and ramps. The \$340 million project opened to traffic in May 2018. NTTA is the operator of the toll road. Additional information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:25 – 2:35

11. **United States Army Corps of Engineers Stormwater Project**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of a partnership approach with federal agencies to incorporate stormwater infrastructure planning as a component of regional transportation planning.

Background: Recent workshops have been held on a project to incorporate a new approach to planning for stormwater infrastructure in order to prevent the flooding that occurs with continued population growth due to increased stormwater runoff volumes and to avoid the comparative high cost of flood recovery due

to lack of proper advance planning. The project area would include the undeveloped portion of the upper Trinity River basin in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties as shown in [Electronic Item 11](#). As the North Central Texas Council of Governments' (NCTCOG) technical partner, the United States Army Corps of Engineers would develop a full suite of products and tools that can be used by communities and transportation/infrastructure planners including stream modeling and water surfaces; large-scale stormwater features, such as detention storage; and regional environmental mitigation features which can also serve to offer opportunities for ecotourism, education and nature-based recreation. NCTCOG staff have begun briefing members of the congressional delegation and regional federal administrators and have been encouraged by their support.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:35 – 2:45 12.

Draft FY2020 and FY2021 Unified Planning Work Program

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Staff will present a summary on the development of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) for Regional Transportation Planning.

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, is currently developing the draft FY2020 and FY2021 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2019, and September 30, 2021. Prior to the June Regional Transportation Council (RTC) meeting, a draft copy of the UPWP document will be provided to the Texas Department of Transportation (TxDOT) for review and comment. Upon submittal to TxDOT, a copy of this draft will be available online for RTC review at www.nctcog.org/trans/study/unified-planning-work-program. RTC action on the UPWP will be sought at the July meeting. The final document is due to the TxDOT by August 1, 2019.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:45 – 2:50 13.

Election of Regional Transportation Council Officers

- Action
- Possible Action
- Information
- Minutes: 5

Presenter: Theresa Daniel, Nominating Subcommittee Chair, NCTCOG

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

14. **Progress Reports**

- Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))
- Local Motion ([Electronic Item 14.3](#))

15. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

16. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, July 11, 2019, at the North Central Texas Council of Governments.***

REGIONAL TRANSPORTATION COUNCIL
May 9, 2019

The Regional Transportation Council (RTC) met on Thursday, May 9, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Rudy Durham, Bobbie Mitchell (representing Andy Eads), Charles Emery, Kevin Falconer, Devan Allen (representing Gary Fickes), George Fuller, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Tito Rodriguez (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Stan Pickett, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Roy Brooks (representing B. Glen Whitley), Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: James Adkins, Angela Alcedo, Vickie Alexander, Nick Allen, Gustavo Baez, Berrien Barks, Tara Bassler, Carli Baylor, Alberta Blair, David Boski, Cal Bostwick, Ian Bryant, Marrk Callier, Kristen Camareno, Jack Carr, Angie Carson, Dixie Cawthorne, Lori Clark, Nancy Cline, Michael Copeland, Dianne Costa, Hal Cranor, Mike Curtis, Clarence Daugherty, Brian Dell, Sam Dennehey, Cody Derrick, Edie Diaz, David Dryden, Dianne Egan, Sal Espino, Brian Flood, Ann Foss, Rob Franke, Maribel Gallardo, Leah Gamble, Bob Golden, Victor Henderson, Rebekah Hernandez, Matthew Holzapfel, Ivan Hughes, Jay Jackson, Tom Johnson, Shannon Joski, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Andrew V. Kissig, Stephen Knobbe, David Leininger, Ramiro Lopez, Eron Lynn, Rich Matyiku, Steve McCullough, Mickey McGuire, Jim Moffitt, Michael Morris, Jeff Neal, Mark Nelson, Evan Newton, Catherine Osborn, Paul Paine, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Andrei Rodu, Lisa Sack, Steve Salin, Devin Sanders, Joseph Shack, Randy Skinner, Paul Stevens, Shannon Stevenson, Vic Suhm, Steve Templer, Jonathan Toffer, Lauren Trimble, Dan Vedral, Mitzi Ward, Tim Welch, Brendon Wheeler, Brian Wilson, Ed Wueste, and Kate Zielke.

1. **Approval of April 11, 2019, Minutes:** The minutes of the April 11, 2019, meeting were approved as submitted in Reference Item 1. T. Oscar Trevino Jr. (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Activation of Traffic Signal at Canyon Falls Drive and Highway 377:** Regional Transportation Council approval of \$400,000 of Regional Toll Revenue-Denton County funds for a project that will activate and enhance an existing traffic signal, with Union Pacific Railroad preemption, at the intersection of Canyon Falls Drive and Highway 377 in the Town of Flower Mound was requested. A 20 percent local match of \$100,000 will be provided from the Town of Flower Mound and Denton County. Action also included approval to administratively amend the Transportation Improvement Program and other planning/administrative documents as needed to incorporate this project.
 - 2.2. **Endorsement of Transportation Development Credits for the Automated Vehicle 2.0 Program:** Regional Transportation Council (RTC) approval of the use of Transportation Development Credits (TDC) in lieu of local match for local partners

participating in the Automated Vehicle 2.0 Program was requested. Allowing use of TDCs in lieu of cash contributions by local communities advances RTC Policy P18-01 adopted October 11, 2018.

A motion was made to approve the items on the Consent Agenda. T. Oscar Trevino Jr. (M); Jim Griffin (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items included in the Director of Transportation report. Regional Transportation Council (RTC) Nominating Subcommittee appointments were announced: Chair Theresa Daniel, Vice Chair Ann Zadeh, David L. Cook, Lee M. Kleinman, Scott Mahaffey, Stan Pickett, and Stephen Terrell. The slate of officers for the 2019-2020 term will be recommended at the June 13, 2019, meeting. Mr. Morris noted that Kathryn Wilemon would be concluding her service on the RTC and recognized at a future meeting. In addition, he recognized Rob Franke, Mayor, City of Cedar Hill for his years of service on the RTC. Mr. Morris discussed upcoming renovations to the first floor of the North Central Texas Council of Governments offices. As a result of the renovations, the August 8 RTC meeting will be cancelled, and the September 12 meeting will be held at the Irving Transportation Investment Summit. He noted that a list of the Metropolitan Planning Organization Milestone Policy projects that were granted an extension last fall was provided in Electronic Item 3.1.1. Additional details were provided in Electronic Item 3.1.2. All projects are scheduled to be let by the deadline. The current high-occupancy vehicle subsidy report was provided in Electronic Item 3.2. In addition, Electronic Item 3.3 contained the latest east/west equity funding percentages for the region. A status report on the current ozone season was provided in Electronic Item 3.4, and Volkswagen Settlement information was provided in Electronic Item 3.5. A summary of voluntary local transportation strategies in the Dallas-Fort Worth region was submitted to the Texas Commission on Environmental Quality (TCEQ). A copy of the submittal was provided in Electronic Item 3.6. Clean Air Action Day is scheduled for June 21, 2019, and a reminder postcard was distributed at the meeting. Current air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and current Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. April public meeting minutes were included in Electronic Item 3.7, and Electronic Item 3.8 contained the May public meeting notice. In addition, the Public Comments Report was provided in Electronic Item 3.9, recent correspondence in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting. Clay Lewis Jenkins asked the status of the Volkswagen Settlement. Mr. Morris noted that the TCEQ will hold an application workshop on May 16 for the first increment of a multi-year call for projects. Staff will continue to provide updates as information is released by the TCEQ.
4. **Title VI Program 2019 Update:** Ken Kirkpatrick presented proposed updates for the Title VI Program 2019 Update. As a recipient of federal funds, the North Central Texas Council of Governments (NCTCOG) must comply with Title VI of the Civil Rights Act of 1964 that prohibits discrimination related to the implementation and access to federal programs. The program is required to be updated every three years, with the current update due to the Federal Transit Administration on June 1. NCTCOG nondiscrimination efforts and content required for inclusion in the Title VI Program were provided in Electronic Item 4.1. A draft resolution approving the Title VI Program 2019 Update was provided in Reference Item 4.2. Included in the requirements is how subrecipients are monitored for compliance with Title VI and other federal requirements. Mr. Kirkpatrick noted that the current update is primarily

administrative and includes updated complaint procedures, which have also been translated into Spanish. As a component of the Public Participation Plan, the Complaint Procedures will also be updated in the Public Participation Plan. A timeline for the effort was reviewed. Mr. Kirkpatrick noted that during the 45-day comment period, no negative comments were received and that the Surface Transportation Technical Committee has recommended the Title VI Program 2019 Update for Regional Transportation Council approval. Pending NCTCOG Executive Board approval, the Title VI Program 2019 Update will be submitted to the Federal Transit Administration by June 1. Theresa Daniel asked if the performance measures discussed in the document could be viewed and if the trend was positive. Mr. Kirkpatrick noted that as part of the update, NCTCOG is requested to include updated demographic data as well as how State and federal funds are applied in different geographic areas of the region to ensure efforts are nondiscriminatory. He added that the reports are favorable and there are no concerns. He added that a draft of the North Central Texas Council of Governments Title VI Program 2019 Update was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/Justice/Title-VI-Program-2019_draftforACTION.pdf. In addition, a draft of the Public Participation Plan for the Dallas-Fort Worth Metropolitan Area was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf. A motion was made to approve the Title VI Program 2019 Update and the corresponding changes to the Public Participation Plan. Bobbie Mitchell (M); Charles Emery (S). The motion passed unanimously.

5. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Michael Morris presented information on the 2020 Unified Transportation Program (UTP) and efforts to update the Regional 10-Year Plan. He discussed ongoing coordination with the Texas Department of Transportation (TxDOT) in Austin and local TxDOT districts on the funding of projects contained in the Regional 10-Year Plan. North Central Texas Council of Governments (NCTCOG) staff's focus is to maximize discretionary funds from the Texas Transportation Commission (TTC) that come to the region. An overview was provided of the current partnership with the TTC in which the Regional Transportation Council (RTC) funds projects such as Farm to Market roads, tolled facilities, and capital maintenance with the TTC and local TxDOT districts selecting funding for more straightforward, traditional freeway projects. Based on feedback received in recent meetings, the preferred partnership method between the RTC and TTC may be different, with funding partnerships preferred at a 50 percent TTC/50 percent RTC commitment. NCTCOG staff have shifted funding allocations to projects in the Regional 10-Year Plan to demonstrate its commitment to the TTC's new proposed partnership method. He noted that Electronic Item 5.1 contained the proposed list of projects and he provided an overview of the changes. Staff recommended switching funds for: 1) Collin County North/South roadways; reduce Category 2 funds by \$50 million and increase the Category 12 request by \$50 million, 2) IH 30 in Rockwall County; increase Category 2 funds by \$100 million and reduce the amount of Category 12 funds being requested by \$100 million, 3) Southeast Connector in Tarrant County; increase Category 2 funds by \$170 million and request to reduce Category 12 by \$170 million. Staff also recommended the deletion of the following projects, for now, due to lack of detail: 1) IH 35E-Lower Stemmons in Dallas County; remove the request for \$900 million of Category 12, 2) Greenbelt/Regional Outer Loop at FM 428 in Denton County; remove \$50 million of Category 2 funds, and 3) IH 30 in Tarrant County; remove \$170 million of Category 2 funds. Mr. Morris also discussed one recommended addition, IH 35 in Denton County. Staff recommended the addition of approximately \$62 million of Category 12 funds and the regrouping of projects on this corridor in order to demonstrate the appropriate commitment to a system of improvements. Mr. Morris reviewed staff efforts, which were also provided in Electronic Item 5.2. He noted that the Regional 10-Year Plan primarily includes

Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The original Regional 10-Year Plan was approved by the RTC in December and has since been through two updates. Projects proposed for the current Regional 10-Year Plan update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2A) projects approved by the RTC that have not been approved in the UTP, 2B) projects that are being proposed for the first time for RTC approval, 3) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 4) projects proposed to be removed from the 10-year Plan project list, funded with other sources, or are future candidates for funding. He also discussed the requirement for projects to be scored and noted that details were provided in Electronic Item 5.3. Regarding the corridor preservation program, he discussed the importance of right-of-way acquisition to TxDOT and that staff has updated funding allocations for these activities in the Regional 10-Year Plan as requested by TxDOT Austin. A timeline for the effort was reviewed. He noted that upon RTC approval of the item, a letter from the RTC Chair will be transmitted to the TTC regarding the RTC's desire to partner with the TTC on Category 12 projects. He added that if ongoing negotiations necessitate additional changes, those changes will be brought back to the RTC for approval. Rickey D. Callahan asked if there was a timeline for future funding of Lower Stemmons. Mr. Morris noted current studies with the City of Dallas regarding US 175 to help relieve congestion on IH 45 and IH 30. He noted that discussions are ongoing with the City of Dallas and that staff stands ready to come back to the RTC with a proposal to move forward. He added that the focus has been on IH 30 and that once efforts on IH 30 have concluded, focus can then be placed back on the IH 35E/Lower Stemmons project. Charles Emery discussed Loop 9 north of US 380 in Collin County and asked why the same term is not used for the corridor in Denton County. Mr. Morris noted that in Denton County the old Loop 9 corridor was referred to as the Outer Loop. The Outer Loop corridor comes across north of US 380 to the Outer Loop in Collin County. He noted that he believed the term Loop 9 is used for the frontage road system in the southern section of Dallas County. Mr. Callahan asked if Loop 9 is simply a placeholder name for the corridor. Mr. Morris noted that the name of the corridor would be left to the advocates. He added that the focus is on right-of-way preservation to build the corridor between IH 45 on the east and IH 35E on the west to help increase the number of high-paying jobs in the area. A motion was made to approve the proposed 2019 Regional 10-Year Plan project listing provided in Electronic Item 5.1. Action also included approval to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. In addition, action included creating partnerships initiated by the Texas Transportation Commission on Category 12 projects and, if necessary, bringing back the resulting changes to the Regional Transportation Council for approval. Kathryn Wilemon (M); Theresa Daniel (S). The motion passed unanimously.

6. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative items. She noted that Democratic Congressional leaders have met with the President on a possible infrastructure bill. The two sides agreed to work towards a \$2 trillion bill. However, there is no agreement on the funding mechanisms. In the past, President Trump stated that he supports a gas tax, but Senate Minority Leader Schumer announced that a gas tax would not be supported unless parts of the 2017 income tax cuts are rolled back. This statement is considered a nonstarter because it is in conflict with one of the President's signature legislative accomplishments. A follow-up meeting has been announced and is expected later in May. In addition, she noted that the President is expected to propose a funding plan. Financing was the term used, which suggests public-private partnership may be part of the

infrastructure bill. Ms. Hernandez also provided an update on the Texas Legislature, of which only 18 days remain of the regular session. Most of the recent action has been related to the State budget, property tax, and school finance reform. All have passed both chambers with different versions and are in conference committee. Shortly after the April RTC meeting, conferees were announced to work out the differences in the budget bills. Conferees will next release a Conference Committee report, which must be adopted by the full chambers of the House and the Senate. No other changes can be made to the recommendations. Ms. Hernandez also highlighted some of the testimony North Central Texas Council of Governments (NCTCOG) staff was asked to give at recent committee hearings. She noted that Michael Morris was asked to testify at the House Transportation High-Speed Rail Subcommittee. All bills heard would have limited the Dallas to Houston high-speed rail project making it difficult for the project to go forward. In addition, many property owners testified on eminent domain. Three bills were approved out of the committee with all others left pending. Ms. Hernandez also discussed SB 1070 that was heard in the Senate Natural Resources and Economic Development. This is the Local Initiatives Projects (LIP) bill on which counties provided language to Senator Watson. A committee substitute was approved that focuses on transportation projects that would have an air quality benefit and includes the emissions task force. Counties would be able to opt in and collect the same fee as part of the regular emissions inspection. As written, counties would have to opt back into the program. The bill was approved in committee last week and placed on the Senate intent calendar but must be heard on the Senate floor and out of the House committee by May 18. It was clarified that the amendment includes that the previously collected funds be returned to the counties from which they were collected as long as the funds are included in the final budget. These funds total approximately \$140 million throughout the state. Ms. Hernandez also highlighted other bills of priorities. HB 1951 in its original form would have implemented Comprehensive Development Agreement restrictions, allowed two larger projects per year if no other funding is available, touched on system finance, and included toll-related enforcement. The bill no longer touches on system financing and staff provided communication with some involved in order to amend. The bill was postponed on the calendar of the House floor. HB 1631 would prohibit red light cameras and was amended to grandfather cities with contracts, so cameras would not be removed immediately. The bill was approved on the House floor and has been sent to the Senate. HB 3725 would create a Texas Emissions Reduction Plan trust funds so that funds would not have to go through the legislative appropriations process. The bill was recently referred to the Senate Natural Resources and Economic Development committee. SB 692 would extend the sunset date for Proposition 1 funding to 2034 and was approved in the House Committee on Appropriations. She noted that staff will continue to provide updates to members. No action was requested on the item.

7. **National Highway System Review:** Berrien Barks briefed the Regional Transportation Council (RTC) on the National Highway System (NHS) review that recently commenced. The update process was prompted by the Federal Highway Administration (FHWA) and is being carried out by the Texas Department of Transportation, Transportation Planning and Programming Division (TxDOT PPD) in Austin in conjunction with metropolitan planning organizations throughout the state. The overall goal of the NHS is to support the movement of people and goods taking into consideration population centers, international border crossings, major military installations, and intermodal facilities. The NHS was originally designated in 1996 with major additions in 2012 as part of Moving Ahead for Progress in the 21st Century legislation. A map of the current NHS in the region was highlighted. It consists of roadways mandated by federal law and includes the interstate highway system and non-interstate strategic highway network that is designated by the Department of Defense.

Another important component includes TxDOT on- and off-system arterials designated in coordination with local transportation officials. Mr. Barks noted that through this review, North Central Texas Council of Governments (NCTCOG) staff's recommendation is to keep much of the NHS intact, and the review will not include removal of any facilities from the system. However, NCTCOG plans to submit recommendations to add facilities to supplement those currently included in the system. He also noted that performance targets must be tracked for the entire NHS system including pavement and bridge condition, safety, congestion, and travel time reliability. NCTCOG also addresses off-system NHS pavement conditions which it feels as though it can address through this process. In addition, NHS projects must adhere to FHWA-approved design standards. An overview of the partner agency NHS review process was highlighted. In February 2019, TxDOT TPP met with NCTCOG and TxDOT district staffs and provided a list of suggested NHS modifications for evaluation. Currently, NCTCOG and TxDOT district staffs are reviewing the suggested modifications using FWA criteria as well as internal criteria. During this time, NCTCOG staff have also asked for local government concurrence through workshops. Once completed, NCTCOG staff will provide coordinated, suggested modifications to the NHS to TxDOT PPD who will review suggested modifications and submit the information to FHWA for review and approval. A timeline for the effort was reviewed, which will conclude with a request for action on the proposed modifications in October by the Regional Transportation Council.

8. **2021-2024 Transportation Improvement Program Development:** Brian Dell provided an overview of development efforts for the 2021-2024 Transportation Improvement Program (TIP). The TIP is the region's federal and State mandated inventory of projects funded with various local, regional, federal, and State sources and covers four years of available funding. The document is redeveloped every two years, modified on a quarterly basis, and must be consistent with the region's Metropolitan Transportation Plan. Development of the new TIP begins with a review of all existing projects and additional locally funded projects with implementing agencies. North Central Texas Council of Governments (NCTCOG) staff will solicit necessary revisions to project scopes, schedules, and funding. Staff will then develop revised project listings that will be financially constrained against the available estimated revenue in the latest Unified Transportation Program. A Mobility Plan and air quality review will then be conducted, with the information then presented for public review and comment and brought back to the Regional Transportation Council (RTC). Emphasis areas during project discussion with implementing agencies will focus on projects that are on the Milestone Policy list, Federal Highway Administration (FHWA) Inactive List, and FHWA Preliminary Engineering Audit list and will also include projects that are funded through the Transportation Alternatives Program or Transportation Alternatives Set-Aside Program. Projects requested to be placed in the first year of the TIP (FY2021) will receive additional scrutiny. Finally, during this process, staff will be looking to close out projects funded with Regional Toll Revenue funds. A timeline for this effort was highlighted. Meetings with implementing agencies will begin in the next few months and continue through the summer. Action is anticipated on the final list of projects by the RTC in May 2020. Upon approval, the final listing will be submitted to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program and to federal partners in late summer/early fall 2020. Members were encouraged to prepare the appropriate staff for upcoming meetings to ensure that the information provided is accurate and current. This includes schedule information and status reports by phase for each project, as well as cost information and the status of agreements. Details on the 2021-2024 TIP development process, timeline, and focus areas were provided in Electronic Item 8.

9. **Transit Studies Stakeholder Meeting:** Shannon Stevenson presented upcoming transit studies approved by the Regional Transportation Council (RTC) last year. The North Central Texas Council of Governments (NCTCOG) received several requests for assistance with developing a comprehensive approach to planning and implementing transit services outside of transit authority service areas in Collin, Dallas, and Tarrant Counties. The RTC approved \$2 million for the studies and NCTCOG is seeking stakeholder input on development of the procurements. Maps were referenced for each of the study areas and reflected cities within and outside of the transportation authority service areas. Transportation Management Associations (TMA) were also noted. For Collin County, the Cities of Frisco, McKinney, Allen, Plano, Richardson, and Wylie requested planning assistance with the study focused on short and long-range options. The Dallas County transit study request was received from the Best Southwest partners of Lancaster, Cedar Hill, DeSoto, and Duncanville. This transit study will also focus on short- and near-term solutions. In Tarrant County, the Tarrant County Mayors Council requested service for all cities outside of the Trinity Metro service area. The Cities of Forest Hill, Everman, and Crowley are areas where pilot studies are being conducted as part of funding approved last year. The study will focus on short- and near-term solutions. Ms. Stevenson noted that the City of Fort Worth is also conducting a transit review in which NCTCOG staff are currently engaged. Elements to be included in the studies are universal across all three areas with the exception of Dallas County who requested consideration of the movement of goods in addition to people. Details were provided in Electronic Item 9. The tentative schedule for the effort was highlighted. Stakeholder meetings in Collin County will begin later in May. Dallas County meetings will be scheduled in June and Tarrant County meetings in July. NCTCOG staff have begun engaging technical staff on the development of the scope and will also engage elected officials. Additional information is available at www.nctcog.org/transitstudies. Michael Morris added that NCTCOG is ready to begin the detailed planning efforts of the Frisco rail line that extends from the Trinity Railway Express to the Cotton Belt and north to Frisco. As part of that process, staff will engage the Denton County Transportation Authority on efforts to extend its rail line to the Cotton Belt corridor. There may be some economies of scale to advance the Collin County study. Staff will also consider a people-mover system in west Plano connecting larger employers. As the McKinney study proceeds, staff would like to engage Dallas Area Rapid Transit regarding extending the right-of-way it owns towards McKinney and to determine the early, middle, and long-term use of the corridor. He noted that after the end of the legislative session, NCTCOG may bring back the transportation authorities to discuss how to solve the associated institutional barriers. Roy Brooks discussed the three transit pilot projects in Tarrant County and thanked the RTC for funding the projects. Sue S. Bauman discussed the stakeholder meetings and asked where the meetings would be held and if notifications will be sent. Staff noted that Collin County stakeholders' meetings were scheduled at the NCTCOG offices. Notifications have been sent to Surface Transportation Technical Committee members and can also be provided to the RTC. Ms. Bauman indicated she would like to receive the notifications. She also noted that some areas inside the transportation authority service areas on the maps also were included in the studies such as Plano and Fort Worth. Staff noted that the request in Tarrant County was from the Tarrant County Mayors Council who represents all cities in Tarrant County. Plano was an original signatory to the study request in Collin County. Mr. Morris noted that part of the institutional barrier in the past is the interface between the areas within and outside the transportation authority service areas and options to move forward without alienating members. He added that efforts were initiated beginning with the technical committee in order to better understand the cumulative requests prior to discussion with the policy board members. Ms. Bauman stated no preference for the order of meetings but noted that breaking down the institutional barriers requires policy board members.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 13, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:21 pm.



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

TO: Regional Transportation Council

DATE: June 6, 2019

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, are proposed modifications to the FY2018 and FY2019 UPWP. Included in Amendment #7 are project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its meeting on May 24, 2019, to recommend Regional Transportation Council approval of the proposed modifications.

The Federal Transit Administration Section 5303 and Federal Highway Administration (PL-112) funding levels are also being updated for FY2019 based upon new funding allocations provided by the Texas Department of Transportation.

Transportation Planning Fund (TPF) Modifications

- 2.01 Travel Forecasting Support – Alternative Transit Ridership Models (update text to rename the project and reflect development of a sketch planning tool to estimate transit ridership and replace TPF with \$232,200 Federal Transit Administration Section 5339 funds and \$58,050 Regional Transportation Council [RTC] Local funds that are being removed from Subtask 2.02, Transportation Data Management – Transit Fare Box Data Analysis, as noted below)
- 2.03 Demographic Data and Forecasts – Participant Statistical Area Program (add \$200,000 TPF to support continued staff activities related to defining Census statistical geographies as part of Census 2020 preparation)

- 5.11 Automated Vehicle Technology – Automated Vehicles: Planning (add \$150,000 TPF to support continued planning activities related to the arrival of automated vehicles and the impact of these vehicles on the transportation system)

Other Funding Source Modifications

- 2.02 Transportation Data Management – Transit Fare Box Data Analysis (delete project and reprogram \$232,200 Federal Transit Administration Section 5339 funds and \$58,050 RTC Local funds to Subtask 2.01, Travel Forecasting Support – Alternative Transit Ridership Models, as noted above)
- 3.05 Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (update text to reflect the use of Regional Toll Revenue and Regional Transportation Council Local funds as matching funds for Federal Transit Administration funds, and add \$2,250 Regional Toll Revenue funds removed from Subtask 3.06, Transit Operations – Sustainability for Transit; RTC Local funds already programmed)
- 3.06 Transit Operations – Sustainability for Transit (transfer \$2,250 Regional Toll Revenue funds to Subtask 3.05, Public Transportation Planning and Management Studies – Planning Assistance to Small Operators, as noted above)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board (e.g., via the Transportation Improvement Program) and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Program Administration (update text and add \$62,402 Regional Transportation Council Local funds to support the purchase of modular furniture and chairs for work stations)
- 3.06 Transit Operations – Sustainability for Transit (update text and add \$10,000 Regional Transportation Council Local funds for FY2019 to support the provision of transit passes for interested Tarrant County College students under the Community College Partnership Program)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

AMENDMENT #7 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Program Administration

Other Funding Sources

NCTCOG and RTC Local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meeting to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Audio/video expenses (i.e., equipment and maintenance) in the Transportation Council Room (as noted in Exhibit II-2 of Subtask 1.04); ~~and~~
- **Furniture for work stations; and**
- Other special projects.

2.01 Travel Forecasting Support

Alternative Transit Ridership Models

Transportation Planning Funds

~~This component encompasses the development or adoption of simplified transit ridership models that can produce quicker results than the regional travel model. The purpose of these models is to provide a faster alternative method for preliminary analysis of transit lines in short-range time horizons. This work will be done in coordination with the Federal Transit Administration and other planning and transit agencies. It is anticipated that Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA, also known as Trinity Metro), and the Denton County Transportation Authority (DCTA) will use the products of this effort for transit planning and enhancement of modeling tools for transit studies. This component will begin in FY2018 and conclude in FY2019. Anticipated products include:~~

- ~~• A simplified direct model for estimation of ridership.~~

Sketch Planning Tool for Transit Ridership Estimation

Other Funding Sources

This component is comprised of activities related to the development of a simple sketch model to estimate transit ridership. Estimations will be made using transit route characteristics, census data, and on-board transit survey data. The goals of this project is to development a simplified modeling tool which will help speed preliminary analysis as well as perform spot checks for validation of the regional travel model. The tool will ultimately be included in the development of a GIS interface, for which consultant assistance will be utilized. Federal Transit Administration Section 5339 funds and Regional Transportation Council Local funds will be utilized to support efforts. This component will continue through FY2020 with anticipated products to include:

- Final project report; and
- Application software.

2.02 Travel Data Management

Transit Fare Box Data Analysis

Other Funding Sources

~~DART and FFTA transit networks are equipped with electronic fare collection systems. These systems produce a large amount of data about the travel patterns of transit users, but has not been fully analyzed yet. This element includes the comprehensive analysis of this dataset that will contribute to the improvement of the transit assignment model and assist the transit agencies in better understanding the system through accessing boarding counts. Consultant assistance may be utilized. Federal Transit Administration funds, Regional Transportation Council Local funds will be used to conduct this planning study scheduled to begin in FY2018. Anticipated products include:~~

- ~~• Various databases;~~
- ~~• Intermediate progress reports; and~~
- ~~• Software programs.~~

3.05 Public Transportation Planning and Management Studies

Planning Assistance to Small Operators

Other Funding Sources

This planning activity is ongoing throughout both FY2018 and FY2019, supporting initiatives that encourage short- and long-term operational planning by local transit providers. Activities include providing assistance to subgrantees as they implement identified strategies and recommendations. Federal Transit Administration **funds, Regional Toll Revenue funds, Regional Transportation Council Local funds**, and local funds, **and as well as** Transportation Development Credits will support these activities. Anticipated products include:

- Planning conducted on behalf of Urbanized Area Formula Program subgrantees based on identified needs.

3.06 Transit Operations

Sustainability for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2018 and FY2019, supporting coordination and implementation of transit sustainability initiatives. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services **and other innovative transit-related projects**. Regional Toll Revenue **and Regional Transportation Council Local** funds will support these activities. Anticipated products include:

- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2018 and FY2019 Unified Planning Work Program. Financial support for Fiscal Years 2018 and 2019 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

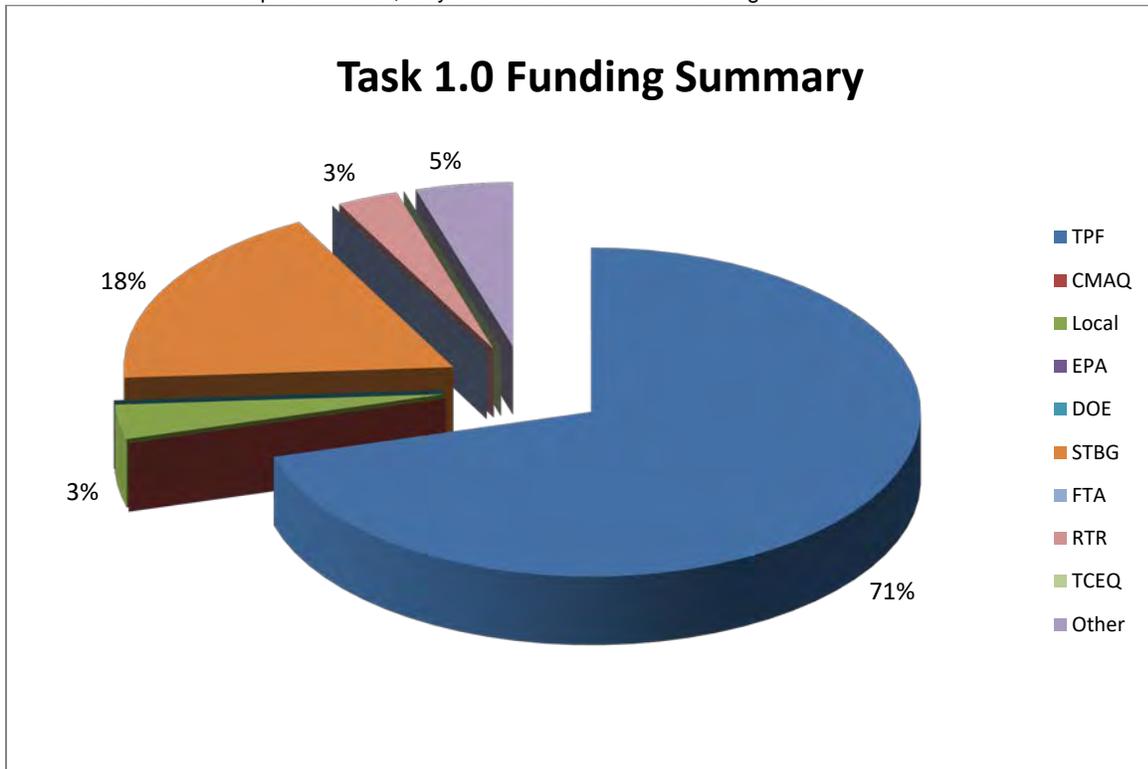
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support

metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2018 and FY2019 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$7,589,902 in FY2018 and ~~\$7,455,075~~ **\$7,494,294** in FY2019 for a two-year total of ~~\$15,044,977~~ **\$15,084,196**. The Federal Transit Administration 5303 funding is \$2,774,086 in FY2018 and ~~\$2,825,868~~ **\$2,830,188** in FY2019 for a two-year total of ~~\$5,599,954~~ **\$5,604,274**. An estimated balance of \$6,372,719 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at ~~\$27,017,650~~ **\$27,061,189**. Transportation Planning Funds in the amount of ~~\$23,362,000~~ **\$23,712,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,599,954~~ **\$5,604,274**, the estimated FY2017 FHWA PL 112 fund balance of \$6,372,719, and ~~\$11,389,327~~ **\$11,735,007** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,655,650~~ **\$3,349,189** is anticipated to be carried over to Fiscal Year 2020.

Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,015,100	\$4,000	NCTCOG Local	
Subtotal				\$3,019,100
1.02	\$655,300	\$179,302	Local	
		\$125,800	NCTCOG Local	
		\$293,500	STBG	
Subtotal				\$1,253,902
1.03		\$50,000	Local	
		\$20,000	NCTCOG Local	
		\$202,800	RTR	
		\$255,800	STBG	
Subtotal				\$528,600
1.04	\$1,119,800	\$690,040	STBG	
		\$173,760	TXDOT	
Subtotal				\$1,983,600
Total	\$4,790,200	\$1,995,002		\$6,785,202

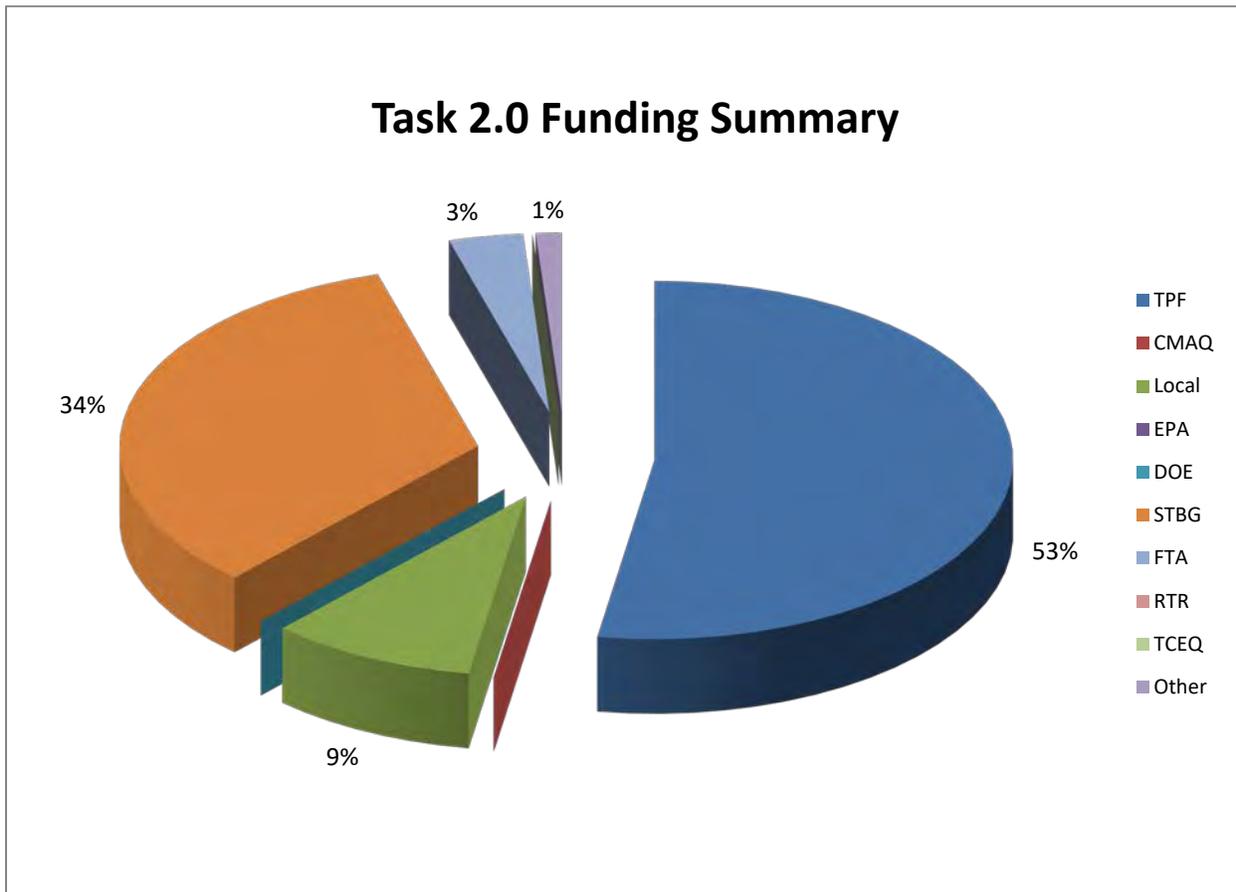
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$2,099,500	\$83,400	FHWA	
		\$232,200	FTA	
		\$457,250	Local	
		\$2,398,600	STBG	
Subtotal				\$5,270,950
2.02	\$420,600	\$0	FTA	
		\$208,091	Local	
Subtotal				\$628,691
2.03	\$1,230,800			
Subtotal				\$1,230,800
Total	\$3,750,900	\$3,379,541		\$7,130,441

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

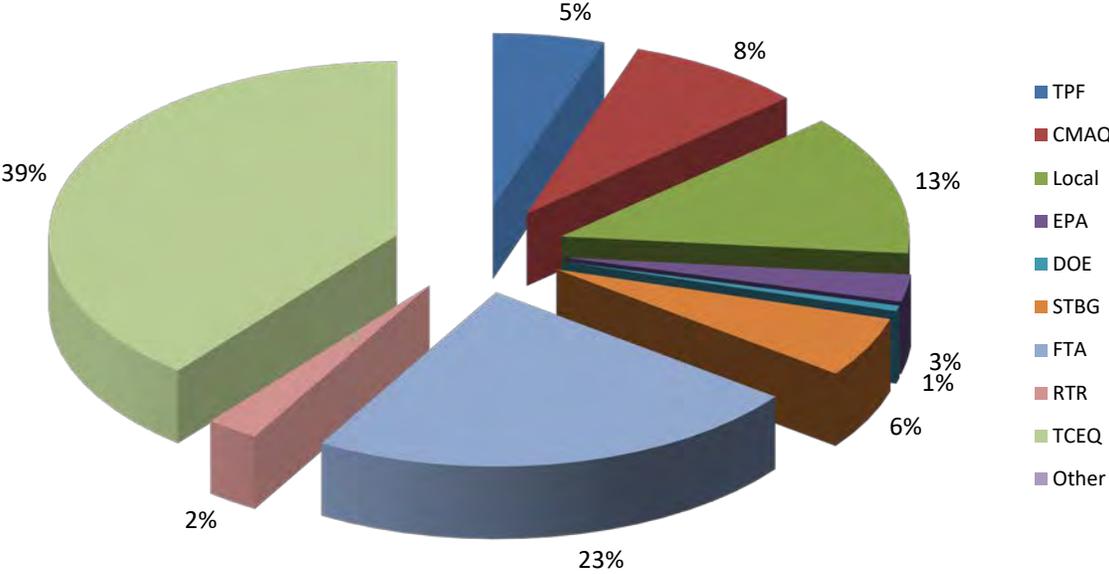


Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,408,700	\$1,774,100	RTR	
		\$667,000	STBG	
Subtotal				\$4,849,800
3.02	\$1,035,100	\$448,000	TCEQ	
Subtotal				\$1,483,100
3.03		\$6,859,800	CMAQ	
		\$275,400	DOE	
		\$3,000,712	EPA	
		\$8,864,599	Local	
		\$4,460,300	STBG	
		\$46,094,000	TCEQ	
Subtotal				\$69,554,811
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		\$380,500	STBG	
Subtotal				\$3,738,815
3.05	\$2,721,100	\$939,700	FTA	
		\$22,100	Local	
		\$2,250	RTR	
		\$1,150,000	STBG	
Subtotal				\$4,835,150
3.06		\$26,543,720	FTA	
		\$6,625,000	Local	
		\$1,149,550	RTR	
Subtotal				\$34,318,270
Total	\$6,164,900	\$112,615,046		\$118,779,946

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary



Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,027,300			
		\$543,100	Local	
		\$48,200	NTTA	
		\$5,075,800	RTR	
		\$9,275,700	STBG	
		\$261,800	TxDOT	
Subtotal				\$16,231,900
5.02	\$1,068,300			
		\$1,183,500	RTR	
		\$500,000	Local	
Subtotal				\$2,751,800
5.03	\$816,500			
		\$677,000	CMAQ	
		\$80,000	FHWA	
		\$1,345,000	FTA	
		\$3,305,520	Local	
		\$3,109,800	STBG	
Subtotal				\$9,333,820
5.04	\$339,200			
		\$22,500	Local	
		\$327,800	STBG	
		\$17,000	TxDOT	
Subtotal				\$706,500
5.05	\$858,000			
		\$13,140,400	CMAQ	
		\$5,025,400	Local	
		\$490,600	RTR	
		\$13,843,600	STBG	
		\$3,474,000	TxDOT	
Subtotal				\$36,832,000
5.06	\$171,000			
		\$110,800	Local	
		\$1,978,900	STBG	
		\$147,800	TxDOT	
Subtotal				\$2,408,500
5.07	\$53,600			
Subtotal				\$53,600

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$697,700	\$36,900	Local	
		\$109,800	STBG	
		\$11,900	TXDOT	
Subtotal				\$856,300
5.09	\$192,000	\$727,900	Local	
Subtotal				\$919,900
5.10		\$22,140	DOD	
		\$83,260	Local	
Subtotal				\$105,400
5.11	\$704,400	\$250,000	CMAQ	
		\$165,000	Local	
		\$1,456,300	STBG	
		\$100,000	TXDOT	
Subtotal				\$2,675,700
Total	\$5,928,000	\$66,947,420		\$72,875,420

¹Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables

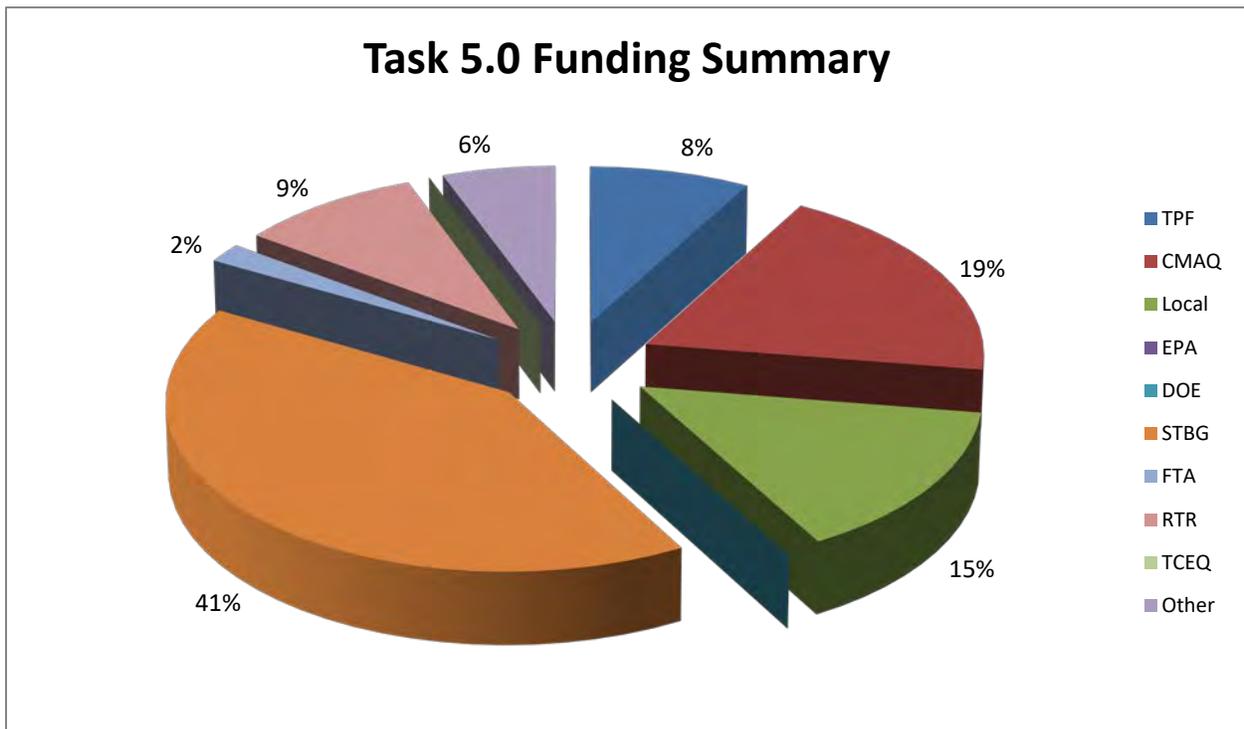
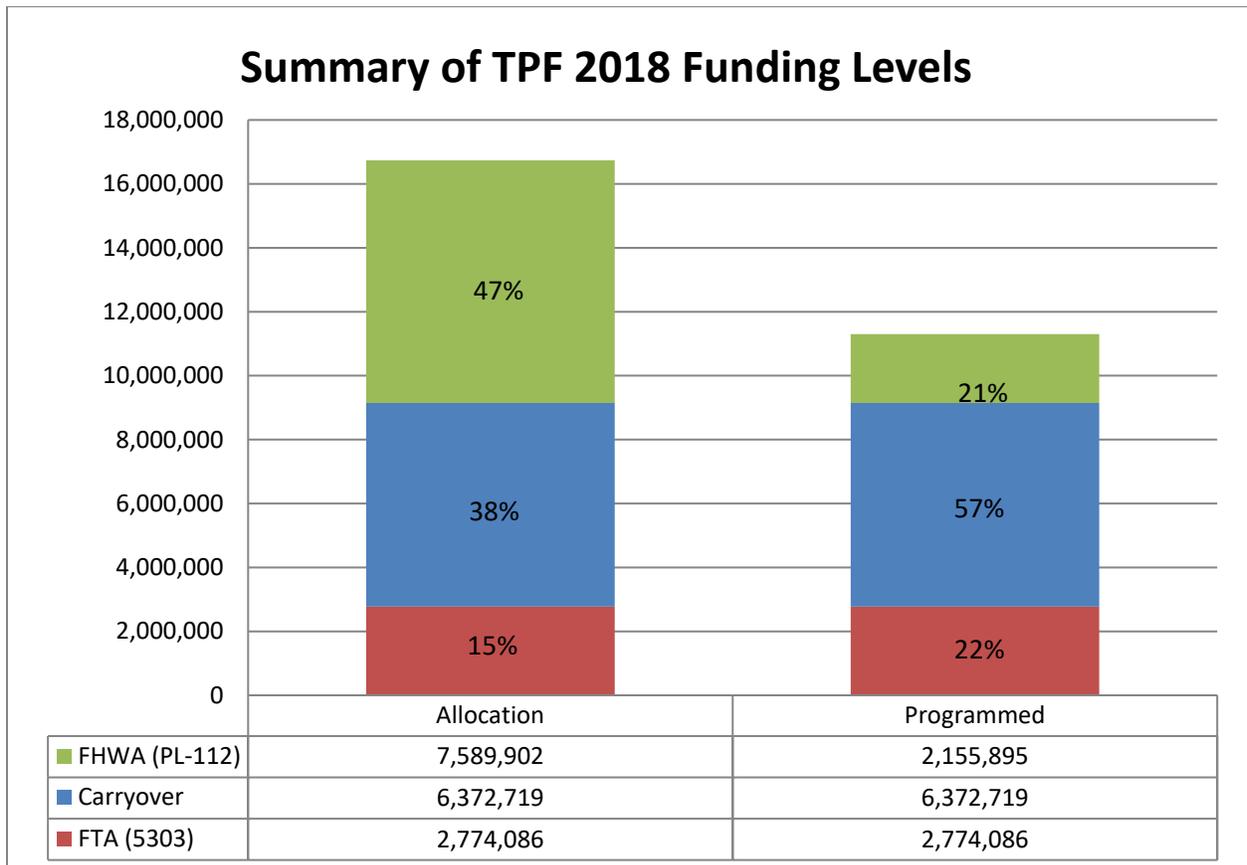


EXHIBIT VIII-1

FY2018 AND FY2019 TPF PROGRAMMING SUMMARY

	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,774,086	2,774,086	2,830,188	2,830,188
FHWA (PL-112)				
Carryover	6,372,719	6,372,719	5,434,007	5,434,007
New Allocation	7,589,902	2,155,895	7,494,294	4,145,105
Total TPF	16,736,707	11,302,700	15,758,489	12,409,300
Carryover		5,434,007		3,349,189
Two-Year Totals				
FTA Section 5303	5,604,274			
FHWA PL-112	21,456,915			
Total	27,061,189			
Programmed	23,712,000			
Carryover	3,349,189			



Summary of TPF 2019 Funding Levels

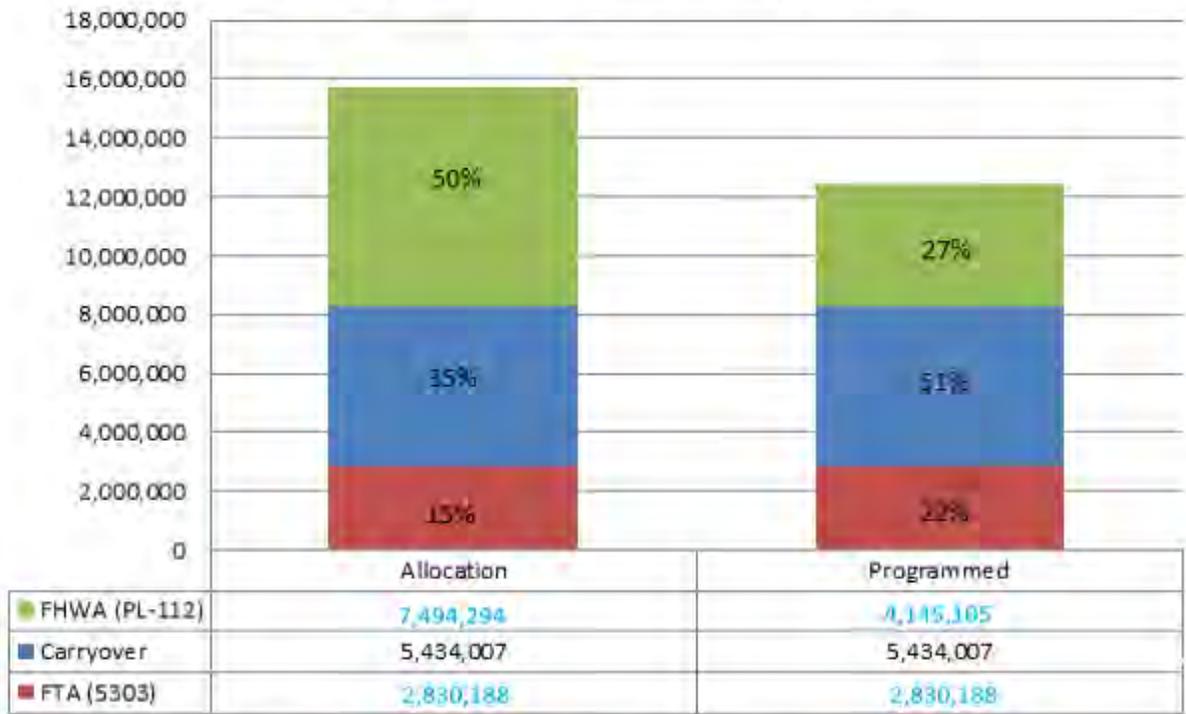


EXHIBIT VIII-2

FY2018 AND FY2019 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY 2018	FY 2019	Total
1.01	Community Outreach	\$1,449,100	\$1,566,000	\$3,015,100
1.02	Program Administration	\$268,300	\$387,000	\$655,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$553,800	\$566,000	\$1,119,800
	Task 1.0	\$2,271,200	\$2,519,000	\$4,790,200
2.01	Travel Forecasting Support	\$1,036,500	\$1,063,000	\$2,099,500
2.02	Transportation Data Management	\$195,600	\$225,000	\$420,600
2.03	Demographic Data and Forecasts	\$516,800	\$714,000	\$1,230,800
	Task 2.0	\$1,748,900	\$2,002,000	\$3,750,900
3.01	Transportation Project Programming	\$1,197,400	\$1,211,300	\$2,408,700
3.02	Regional Air Quality Planning	\$625,100	\$410,000	\$1,035,100
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$1,403,100	\$1,318,000	\$2,721,100
3.06	Transit Operations	\$0	\$0	\$0
	Task 3.0	\$3,225,600	\$2,939,300	\$6,164,900
4.01	The Metropolitan Transportation Plan	\$1,196,300	\$1,069,000	\$2,265,300
4.02	Coordination of Transportation and Environmental Planning Processes	\$147,400	\$316,000	\$463,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$71,400	\$192,000	\$263,400
4.04	Performance Based Planning & Coordination	\$67,900	\$18,000	\$85,900
	Task 4.0	\$1,483,000	\$1,595,000	\$3,078,000
5.01	Regional Transportation Corridor Studies	\$452,300	\$575,000	\$1,027,300
5.02	Subarea Studies and Local Government Assistance	\$545,300	\$523,000	\$1,068,300
5.03	Land-Use/Transportation Initiatives	\$313,500	\$503,000	\$816,500
5.04	Capital and Operational Asset Management System	\$186,200	\$153,000	\$339,200
5.05	Congestion Management Planning and Operations	\$369,000	\$489,000	\$858,000
5.06	Regional Freight Planning	\$10,000	\$161,000	\$171,000
5.07	Transportation System Security and Emergency Preparedness	\$26,600	\$27,000	\$53,600
5.08	Roadway and Railroad Safety	\$306,700	\$391,000	\$697,700
5.09	Regional Aviation Planning and Education	\$119,000	\$73,000	\$192,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$245,400	\$459,000	\$704,400
	Task 5.0	\$2,574,000	\$3,354,000	\$5,928,000
	FUNDING TOTALS	\$11,302,700	\$12,409,300	\$23,712,000

Transportation Planning Funds (TPF) Summary by Task

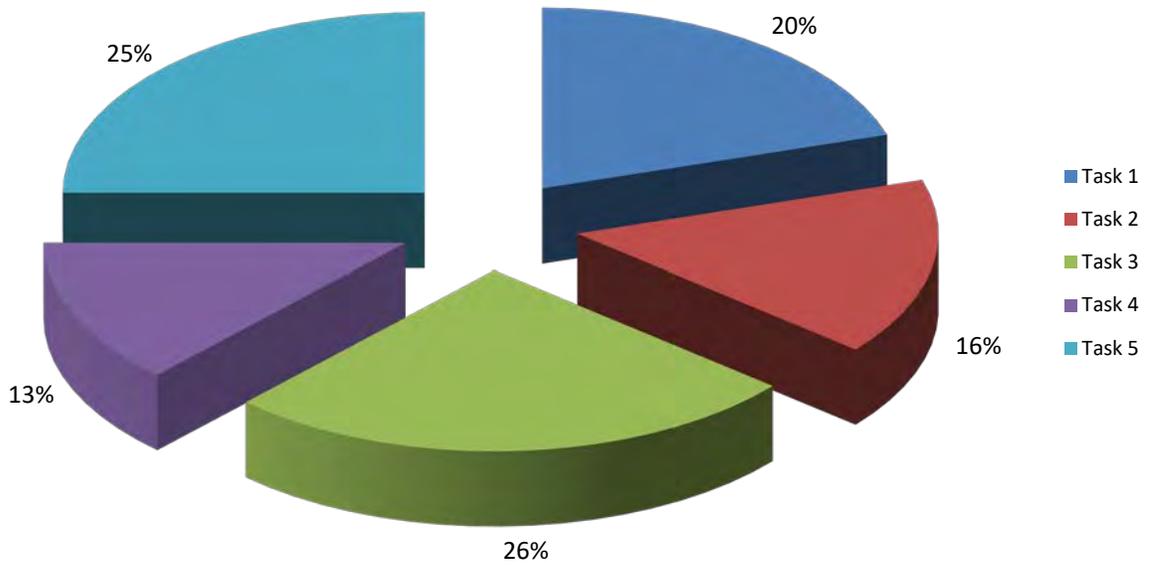
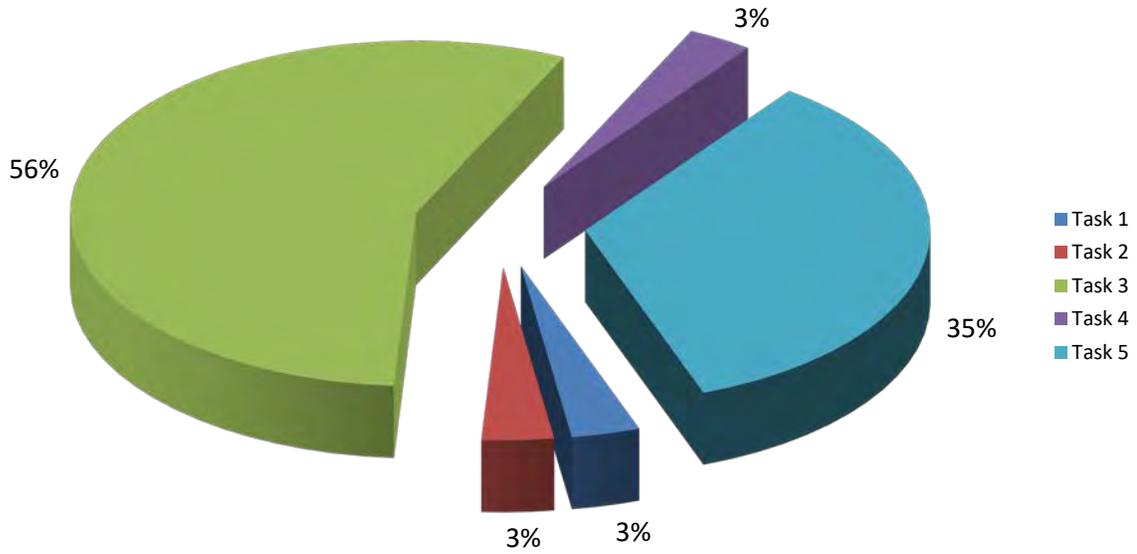


EXHIBIT VIII-3

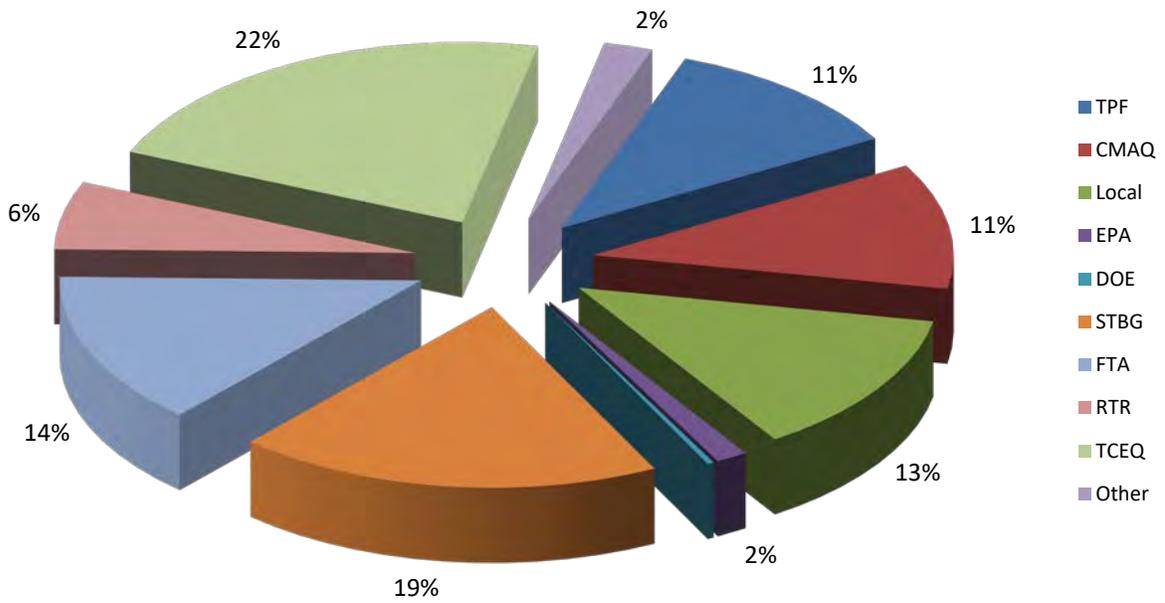
FY2018 AND FY2019 UPWP FUNDING SUMMARY

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$4,790,200	\$3,750,900	\$6,164,900	\$3,078,000	\$5,928,000	\$23,712,000
CMAQ	\$0	\$0	\$9,795,400	\$0	\$14,067,400	\$23,862,800
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$617,915	\$0	\$0	\$617,915
EPA	\$0	\$0	\$3,000,712	\$0	\$0	\$3,000,712
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$83,400	\$0	\$83,200	\$80,000	\$246,600
FTA	\$0	\$232,200	\$27,483,420	\$0	\$1,345,000	\$29,060,620
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local NCTCOG	\$229,302	\$665,341	\$15,591,899	\$290,870	\$10,520,380	\$27,297,792
Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$202,800	\$0	\$2,925,900	\$3,008,400	\$6,749,900	\$12,887,000
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,239,340	\$2,398,600	\$6,657,800	\$0	\$30,101,900	\$40,397,640
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$4,012,500	\$4,186,260
Subtotal	\$6,785,202	\$7,130,441	\$118,779,946	\$6,460,470	\$72,875,420	\$212,031,479

Summary of Funding by Task



Summary of Total Funding





Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Regional Transportation Council
June 13, 2019**

**Transportation Department
North Central Texas Council of Governments**

Transportation Planning Fund Modifications

Project	Financial Action	Description
Travel Forecasting Support – Alternative Transit Ridership Models (Subtask 2.01)	\$232,200 FTA \$ 58,050 RTC Local	Update text to rename the project and reflect the development of a sketch planning tool to estimate transit ridership, as well as a change in the funding source to Federal Transit Administration Section 5339 funds matched with Regional Transportation Council Local funds that are being removed from Subtask 2.02, Transportation Data Management - Transit Fare Box Data Analysis

Transportation Planning Fund Modifications

Project	Financial Action	Description
Demographic Data and Forecasts – Participant Statistical Area Program (Subtask 2.03)	\$200,000 TPF	Program additional funding to support continued staff activities related to defining Census statistical geographies in preparation for the 2020 Census
Automated Vehicle Technology – Automated Vehicles: Planning (Subtask 5.11)	\$150,000 TPF	Program additional funding to support continued planning activities related to the arrival of automated vehicles and the impact of these vehicles on the transportation system

Other Funding Source Modifications

Project	Financial Action	Description
Transportation Data Management – Transit Fare Box Data Analysis (Subtask 2.02)	(\$232,200 FTA) (\$ 58,050 RTC Local)	Delete project and reprogram funding to Subtask 2.01, Travel Forecasting Support – Alternative Transit Ridership Models for FY2019

Transportation Planning Funds Two-year Summary

FY2018 and FY2019 US FTA (5303)	\$ 5,604,274
FY2018 and FY2019 US FHWA (Estimated PL)	\$15,084,196
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 6,372,719</u>
Total Transportation Planning Funds	\$27,061,189
Prior Anticipated Expenditures	\$23,362,000
Additional Funds Programmed for FY2019	<u>\$ 350,000</u>
Anticipated Expenditures	\$23,712,000
PL Balance to Carry Over to FY2020	\$ 3,349,189

Total Funding Increase from Other Sources

Funding Source	Funding Adjustment	UPWP Subtask
FTA	\$232,200 (\$232,200)	2.01 2.02
RTR	\$2,250 (\$2,250)	3.05 3.06
Local	\$130,452 (\$ 58,050)	1.02, 2.01, 3.06 2.02
Total	\$72,402	

Modification Schedule

May 13	Initiation of Online Public Outreach
May 24	Action by Surface Transportation Technical Committee
June 13	Action by Regional Transportation Council
June 27	Action by NCTCOG Executive Board
June 28	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approve the proposed UPWP modifications

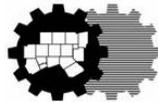
and

Direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications

Contact Information

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North Central Texas
Council of Governments
Transportation Department

<http://www.nctcog.org/trans/study/unified-planning-work-program>

June 13, 2019

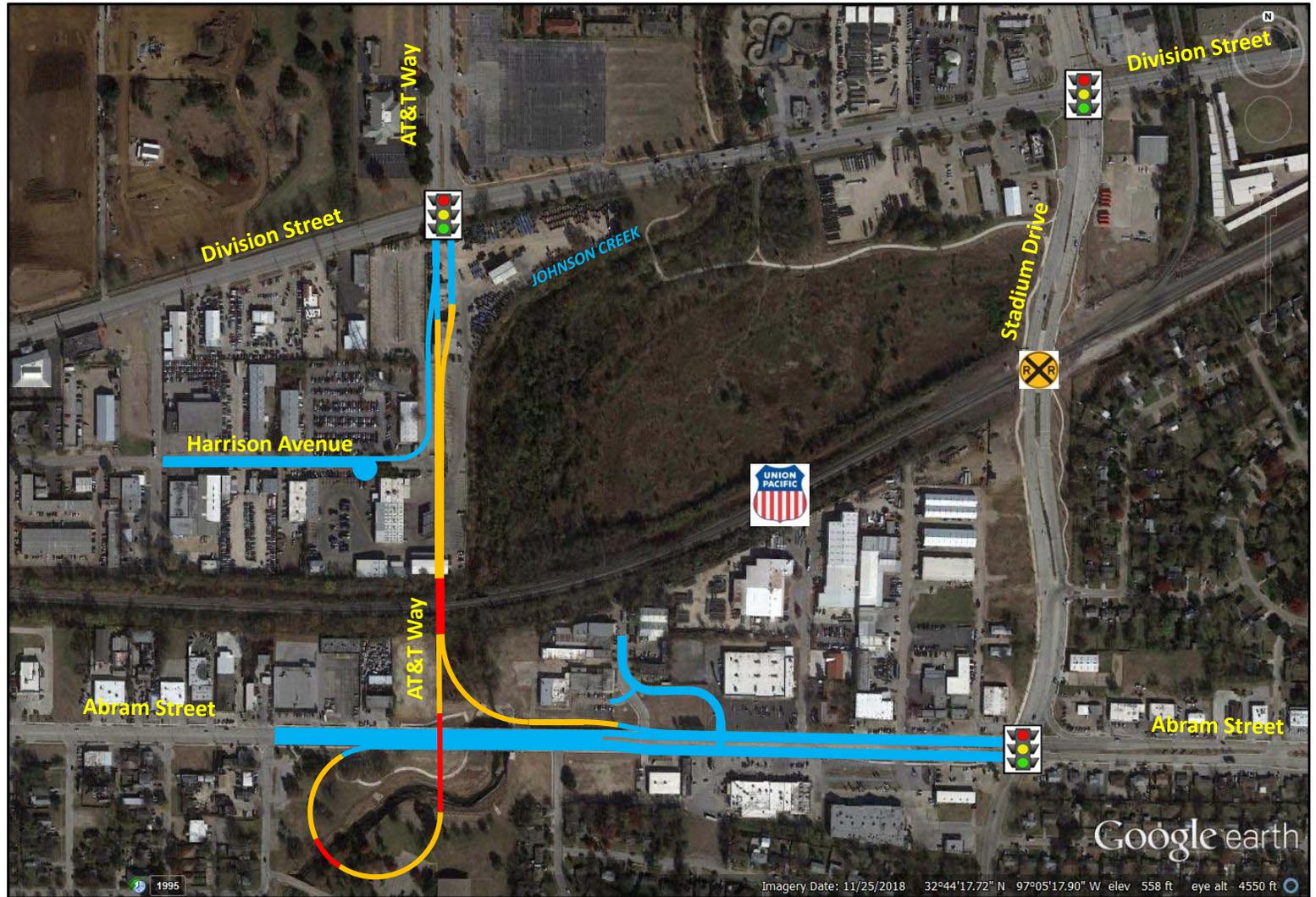
City of Arlington:

AT&T Way – Abram Street Connection w/
Union Pacific Railroad
Grade Separation

DRAFT

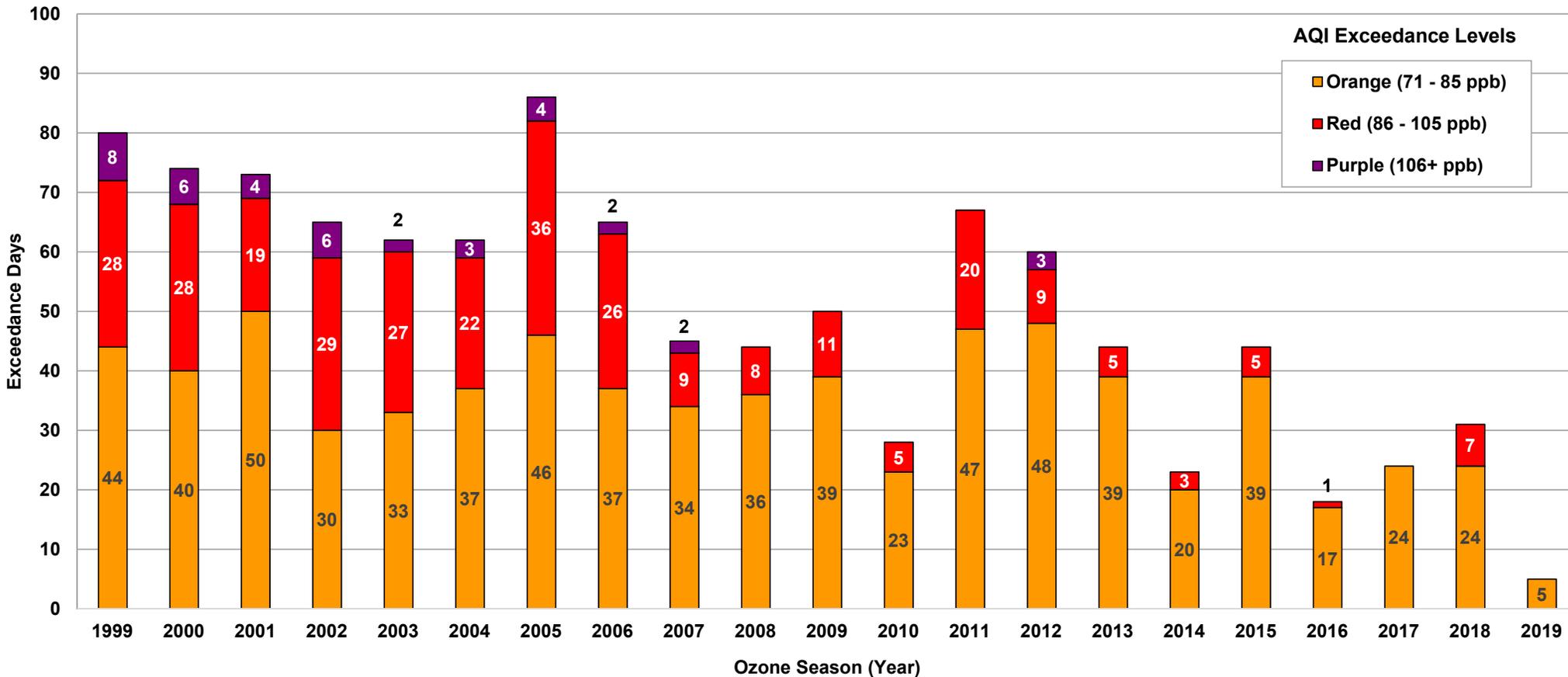
LEGEND

- At-Grade
- Transition
- New Bridge



8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 7, 2019)

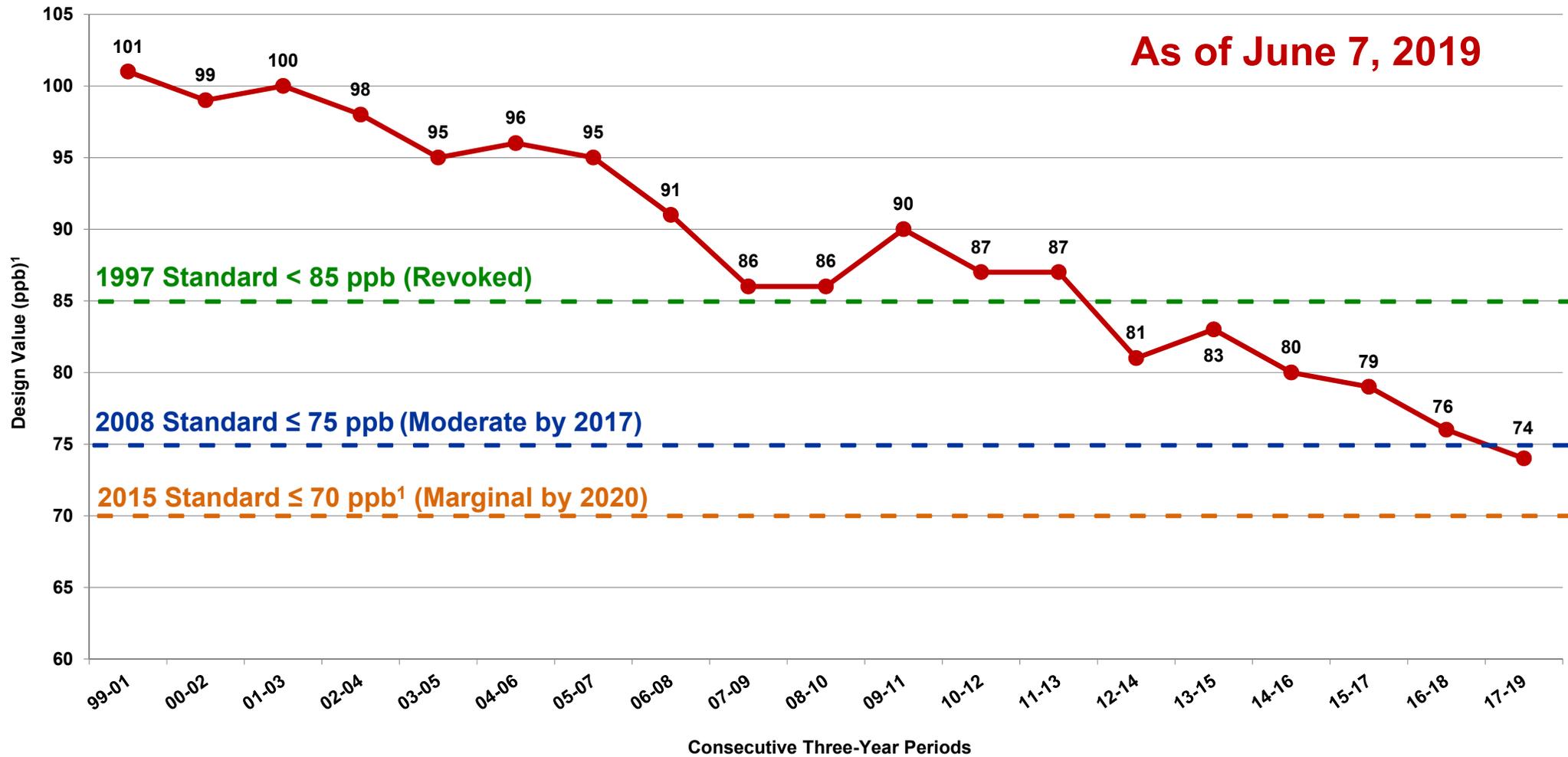


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of June 7, 2019



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

For More Information

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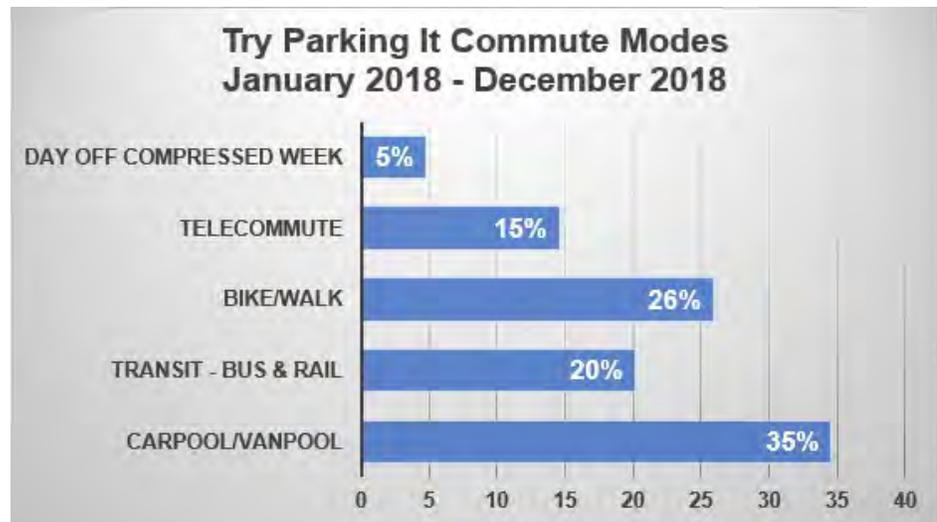
<https://www.nctcog.org/trans/quality/air/ozone>

Information as Reported through TryParkingIt.com

Commute Modes January 2018 – December 2018

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Carpool - Drive & Ride	20,024	376,630	32%
Vanpool - Drive & Ride	1,368	55,868	2%
Transit - Bus	4,955	65,027	8%
Transit - Rail	7,520	141,957	12%
Walk	9,143	7,073	15%
Bike	6,889	25,049	11%
Telecommute	9,011	245,228	15%
Day Off—Compressed Week	2,953	55,958	5%

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.



Emissions & Health Savings by Commute Mode January 2018 – December 2018

Commute Mode	Calories Burned	GHG (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	VOC (lbs)
Carpool - Drive & Ride	0	160,266	116.15	1,606.14	19.00	535.71
Vanpool - Drive & Ride	0	36,206	19.25	363.95	3.11	121.32
Transit - Bus	0	59,895	48.03	602.12	7.88	200.71
Transit - Rail	0	130,766	104.84	1,314.44	17.21	438.15
Walk	854,042	6,485	5.22	65.49	0.86	21.83
Bike	1,330,185	23,047	18.50	231.94	3.04	77.31
Telecommute	0	226,023	181.11	2,270.67	29.73	756.89
Day Off Compressed Week	0	51,531	41.33	518.13	6.79	172.71
Brown Bag Lunch	0	233,409	186.23	2,334.79	30.57	778.26
Drive Alone ZEV	0	26,205	5.58	92.96	0.89	44.12
Total	2,184,227	953,833	726.24	9,400.63	119.08	3,147.01

**NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA**

VANPOOL PROGRAM PERFORMANCE REPORTS: JANUARY 2018 – DECEMBER 2018

**Regional Vanpool Program
 January 2018 — December 2018**

Vanpool Program	DART	Trinity Metro*	DCTA	Combined
Total Number of Vans	176	80	30	286
Average Number of Participants Per Month	1,224	568	298	2090
Total Vehicle Miles of Travel Reduced (Annual)	18,041,395	10,578,369	5,962,320	34,582,084
Total Vehicle Trips Reduced (Annual)	535,526	245,776	137,922	919,224
Total NOx Emissions Reduced (lbs)	10,729	6,291	3,546	20,566
Total VOC Emissions Reduced (lbs)	3,576	2,097	1,182	6,855

* Formerly known as The T

**Private Vanpool Program
 Ridership Performance***

	2016	2017	2018
Total Number of Vans to Date	85	88	92
Average Number of Participants (Per Month)	416	493	531
Total Vehicle Miles of Travel Reduced (Annually)	5,095,833	5,173,140	5,859,307
Total Vehicle Trips Reduced (Annually)	176,876	204,188	221,378
Total NOx Emissions Reduced (lbs)	3,031	3,077	3,485
Total VOC Emissions Reduced (lbs)	1,010	1,026	1,162

* Private Vanpool Program information was received directly from the vanpool vendor.

**Regional Vanpool Program Annual Comparisons
 (DART, Trinity Metro*, DCTA and Private Ridership Combined)**

Year of Performance	2016	2017	2018
Total Number of Vans	410	392	378
Average Gas Price Per Gallon	\$1.99	\$2.23	\$2.46
Average Number of Participants Per Month	2,966	2,763	2,620
Total Vehicle Miles of Travel Reduced (Annual)	46,708,507	41,925,972	40,441,391
Total Vehicle Trips Reduced (Annual)	1,307,064	1,192,762	1,140,602
Total NOx Emissions Reduced (lbs)	27,779 ^	24,934	24,051
Total VOC Emissions Reduced (lbs)	9,259 ^	8,312	8,017

* Formerly known as The T.
 ^ Denotes change in emissions calculation.

2018 Try Parking It News Updates

2018 Try Parking It Bike Everywhere Challenge

In recognition of National Bike Month, Try Parking It hosted the 2018 Bike Everywhere Challenge May 1 -31, 2018. Commuters were encouraged to try biking instead of driving.



Try Parking It Bike Everywhere Challenge May 1 - 31, 2018

Celebrate National Bike Month from May 1 through May 31, 2018 by challenging yourself to bike everywhere this month. Instead of driving, try biking to work, school, lunch, or to run errands. It's easy to participate in the challenge.
Simply: Register. Ride. Record.

**Try Parking It Bike Challenge Prizes for:
Most Bike Trips Taken & Most Bike Miles Traveled**



\$125 Amazon E-gift
Card & TPI Swag



\$100 Amazon E-gift
Card & TPI Swag



\$75 Amazon E-gift
Card & TPI Swag



2018 Try Parking It Bike Everywhere Challenge Results

Total Number of Bike Challenge Trips Logged	1,128
Total Distance of all Bike Trips (miles)	2,488.03
Total Calories Burned	132,129
Fuel Saved (gal)	116.21
GHG Saved (lbs)	2,283.3

2018 Try Parking It Bike Everywhere Challenge Winners

Most Bike Miles Traveled

First Place: Emmanuel Martinez - Fort Worth, Texas – 288 Miles
 Second Place: Matthew Mortimer – Dallas, Texas – 253 Miles
 Third Place: Blake Mauldin – Dallas, Texas – 246 Miles

Most Bike Trips Taken

First Place: Chae Mortimer – Dallas, Texas – 132 Trips
 Second Place: Jeff Keehn – Dallas, Texas – 97 Trips
 Third Place: Evelia Zalazar - Fort Worth, Texas – 91 Trips

2018 Try Parking It News Updates

2018 Try Parking It Employee Transportation Champion Awards

The NCTCOG Travel Demand Management Program hosted the 2018 Try Parking It Employee Transportation Champion Award Luncheon on June 29, 2018 and presented Try Parking It Employee Transportation Champion of the Year Awards to individuals in the Public Sector, Private Sector, and Education Sector. Introduced in 2018, the Try Parking It Employee Transportation Champion of the Year Award recognizes individuals that best demonstrate a commitment to promoting and advancing commuter transportation options at their worksite in North Central Texas.

Fifty-one nominations for the 2018 ETC of the Year Award were received. Congratulations to the ETCs of the Year and to the ETC Finalists!!!



2018 Try Parking It Employee Transportation Champion of the Year Winners

Sandy Bauman

2018 Employee Transportation Champion of the Year – Education Sector
University of North Texas Health Science Center – Fort Worth, Texas

Kendra Beseler and Ty Munger

2018 Employee Transportation Champion of the Year – Private Sector
Liberty Mutual Insurance Company – Plano, Texas

Kevin Overton and Brittany Hailey

2018 Employee Transportation Champion of the Year – Public Sector
City of Dallas – Dallas, Texas

2018 Try Parking It Employee Transportation Champion of the Year Finalists

Education Sector Finalist:

Suzanne Townsding, Texas Woman's University – Denton, Texas

Private Sector Finalists:

Jaycie Chitwood, Toyota Motor North America – Plano, Texas
Nelissa Croach, Mary Kay, Inc. – Dallas, Texas

Public Sector Finalists:

Sam A. Adamie, Tarrant County Government - Fort Worth, Texas
Donna Amos, U.S. Army Corps of Engineers - Fort Worth, Texas

Try Parking It G.R.E.E.N. Reward Partners

As of April 2019, 226 local businesses have signed on to be Try Parking It G.R.E.E.N. Reward Partners under the business recruitment efforts of The Burrell Group. Thanks to the generosity of our G.R.E.E.N. Reward Partners, over \$417,920.26 in awesome incentives have been donated to the Try Parking It Rewards Program between 2016 and April 2019. Our G.R.E.E.N. Reward Partners continue to contribute great rewards like free food and desserts; store discounts and free offers; spa, beauty, and fitness sessions; bike rentals, accessories, and tune-ups; museum, entertainment, and amusement park passes; car washes; and much more!

What is a G.R.E.E.N. Reward Partner?

GIVE: Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include: giveaways, discounts, a large contest prize, etc.

RECEIVE: Receive recognition on our website, in newsletters, social media, and more.

EXPAND: Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

EFFECT: You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

NORTH TEXAS: We love our region, and we know you do too. Let's work together in bringing awareness to alternative commutes and the amazing companies in our region!



Active and Inactive
2016–April 2019



Acupuncture Center
Hurst, TX



Alamo Drafthouse Cinema
Irving, TX



Amazeballz Cake Balls – Plano, TX



Amazing Jake's
Plano, TX



Amazing Lash Studio
Euless, TX



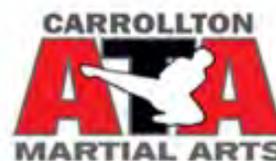
Amber D. Kyle: Your 3n1
Stylist - Irving, TX



Ascension Coffee Roasters
Dallas, TX



Apex Integrative Health
Arlington, TX



ATA Marshall Arts
Carrollton, TX



Bangkok Cuisine - Haltom City, TX



Joel T. Allison Faith In Action
Initiatives - Dallas, TX



BellaTrino Neapolitan Pizzeria at the
Market – Dallas, TX



Benbrook Bicycle
Benbrook, TX



Bermuda Gold & Silver
Grapevine, TX



Bicycles, Inc.
Arlington, Fort Worth,
Hurst, & Southlake, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



Big O's Auto Wash –
Addison, TX



Boi Na Braza Churrascaria
Brazilian Steak House -
Dallas, TX



Black Ship Little
Katana – Dallas, TX



FAST-FIRED.

Blaze Pizza – Arlington,
Fort Worth, Frisco, and
The Colony, TX



Blo – Blow Dry Bar
Irving, TX

BLUE MESA

Blue Mesa Grill - DFW
International Airport



Bonzai Cycle Werx
Fort Worth, TX



Bourbon Street Beverage &
Catering Co. – Dallas, TX



Brown Chiropractic Center
Grapevine, TX



The Caribbean Cabana
Dallas, TX



Cavanaugh Flight
Museum – Addison, TX

CHAD ROOKSTOOL

Chad Rookstool Salon
Dallas, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



Chef Cassandra Culinary
Concepts – Dallas, TX



Chez Fabien - The Main
Street Bistro & Bakery
Grapevine, TX



Chicken Salad Chick
Fort Worth, TX



Chipotle Mexican Grill
All DFW Locations



Cinépolis USA Movie
Theater – Euless, TX



Cook Hall
Restaurants
Dallas, TX



Crazy Cowboy Restaurant
Bedford, TX



Cryo Now - Cedar Hill, TX



Dallas Area Rapid
Transit

Dallas Civil Rights Museum

Dallas Civil Rights
Museum - Dallas, TX



All DFW Locations



Denton County
Transportation Authority

Dollar Branch

Dollar Branch
Dallas, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



Dry Bar Salon
Dallas, Fort Worth,
Grapevine, and Plano, TX



Euro Automotive – Dallas, TX



Eventfully Yours Special Event
Venue – North Richland Hills, TX



Fairmont Hotel
Dallas, TX



Farmer's Market Fort Worth, Inc.
Fort Worth, TX



Fireside Pies - Plano, TX



Fish City Grill – Irving, TX



Forest Car Wash &
Detail – Dallas, TX



Four Day Weekend Comedy
Fort Worth, TX



Free to Be Chiropractic
Addison, TX



Frisco RoughRiders Baseball
Frisco, TX



Frost - A Gelato Shoppe
Dallas, TX



Frontiers of Flight
Museum – Dallas, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



Gaines Town & Country
Boutique – Dallas, TX



General Nutrition Center
Dallas, TX



The Green Door Organic
Salon Spa & Barber
Studios – Colleyville, TX



CROSSFIT CLAY

Heart to Heart/ Crossfit Clay
Dallas and Fort Worth



Heddin Family Farms
Dallas & Garland, TX



HELPING EACH OTHER
Helping Each Other
Dallas, TX



Henry's Tavern
American Bar & Grill
Plano, TX



HINES NUT COMPANY
Hines Nut Company
Dallas, TX



Hwy 55 Burgers Shakes
& Fries - Bedford, TX



Hole-y Boba Donuts
Bedford, TX



DFW Holistic Health
Grapevine, TX



Hopdoddy Burger Bar
Dallas, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



iFly Indoor Skydive
Fort Worth and Frisco, TX



I Fratelli Pizza
all North Dallas locations



ilumi.co – Plano, TX



Italian Café – Irving, TX



It's Sugar - Dallas, Fort
Worth, and Grapevine.



Jamba Juice
Jamba Juice
Fort Worth, TX



Jon David
Salon Irving, TX



Juan Gaviota Flowers
Dallas, TX



Kilwins Chocolate
Grapevine, TX



Kimbell Art Museum -
Fort Worth, TX



Krispy Kreme Doughnuts
Arlington, Dallas, Grapevine,
and Watauga, TX



LA Fitness – Hurst, TX



Larger Than Life Consignment
Dallas, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



LED Skin Care Center
Plano, TX



Luby's Restaurant
Dallas, TX



Lux Est Vita "Light is Life" – Dallas, TX



Maasai Grill
Dallas, TX



Mambo Seafood
Dallas, TX



Marble Slab Creamery
Irving, TX



Ms. Mary's Southern
Kitchen – Carrollton, TX



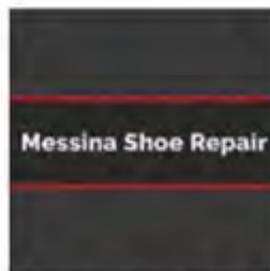
McAlister's Deli
Irving & Dallas Locations



Menchie's Frozen Yogurt
Euless, TX



McDonald's
Dallas, Arlington,
Midlothian, Desoto,
Red Oak TX



Messina Shoe Repair
Carrollton, TX



Milan Gallery
Fort Worth, TX

Active and Inactive
2016–April 2019



Modern Art Museum of Fort Worth - Fort Worth, TX



Monster Yogurt Dallas & Richardson, TX



Museum of Biblical Art Dallas, TX



Music Institute at Carrollton Square – Carrollton, TX



Natures Gallery Carrollton, TX



Newk's Eatery – Irving TX



Nothing Bundt Cakes North Arlington and Southlake, TX



Nutrition Nation Carrollton, TX



Ojos Locos Sports Cantina Fort Worth, TX



Opening Bell Coffee Dallas, TX



The Original Pancake House @ Northwest Highway - Dallas, TX



Origins Allen, Frisco, Dallas, Southlake, Plano TX

Active and Inactive
2016–April 2019

**PACIFIC
TABLE**

Pacific Table - Fort Worth, TX

PARKIT MARKET
Homemade Deli Sandwiches

Parkit Market Food Store
Dallas, TX

*That
Corn
Man*
How That Can You

Paul's Sweet Roasted
Corn – Dallas, TX



PEI WEI

Pei Wei Asian Kitchen
Arlington, TX

Perfumes **2GO**

Perfumes 2 Go – Irving, TX



Pet Extravaganza
Carrollton, TX



Piccolo Mondo Italian
Restaurant – Arlington, TX

pie five
PIZZA CO.

craft pizza • so fresh • so fast

Pie Five Pizza

Addison, Arlington, Carrollton, Dallas,
Euless, Flower Mound, Fort Worth,
Frisco, Keller, Irving, & Plano, TX

PLANO
Cycling + Fitness
www.planocyclingfitness.com

Plano Cycling & Fitness
Plano, TX



Pluckers Wing Bar
Addison, Grapevine, Plano,
Allen, Arlington, Dallas, & Fort
Worth Locations

Potbelly
SANDWICH SHOP

Potbelly Sandwich
Works – Arlington, TX



The Proper Baking Co.
Dallas, TX

PUREPOKE
SUSHI BOWL & ROLL

PUREPOKE Sushi Bowl
& Roll – Frisco TX



Rafain Brazilian
Steakhouse - Dallas and
Fort Worth, TX

G.R.E.E.N. Reward Partners

Active and Inactive
2016–April 2019



Red Robin Gourmet Burgers & Brew – Hurst, TX



Richardson Bike Mart
Dallas, Richardson & Frisco TX



Rockin JR Ranch Kitchen - Dallas, TX



Rubio's Produce @ Dallas
Sweet Harvest – Dallas, TX



Ruibal's Plants of Texas
All Dallas Locations



Ruthie's Rolling Café
Addison, TX



Salt Escape – Plano, TX



Salt of the Earth - Allen, TX



Sheraton Dallas
HOTEL

Draft Media Sports Lounge – Dallas, TX



THE SIXTH FLOOR MUSEUM
AT DEALEY PLAZA

The Sixth Floor Museum at
Dealey Plaza – Dallas, TX



100% locally sourced

Snap Kitchen
Colleyville, Dallas, Flower
Mound & Plano, TX



ADVENTURES IN CREATIVITY
SPARK! – Dallas, TX



Starbucks
Fort Worth, TX



Street's Fine Chicken
Dallas, TX



Taco Deli
Dallas, TX

Active and Inactive
2016 – April 2019



Taco Diner
Colleyville and Fort Worth, TX



Tantuni Mediterranean
Grill - Richardson, TX



TaZa Grill – Dallas, TX



TCBY Yogurt - Irving, TX



Texas Legends
Frisco, TX



Thai Box Restaurant – Addison, TX



Three Dog Bakery
Dallas, Fort Worth, Southlake TX



Thirsty Lion Gastropub &
Grill - Irving, TX



Title Boxing Club
Fort Worth and Mansfield, TX



Top Pot Doughnuts
Dallas and Richardson TX



Touched by Eve
Dallas, TX



Twisted Root Burger Company
All DFW Locations

**Active and Inactive
2016 – April 2019**



**Two Podners Restaurant
Dallas, TX**



**The Virgin Olive Oiler
Fort Worth, TX**



**Vitality Bowls Superfood Café
Irving, TX**



**Which Wich? Superior
Sandwiches – Fort Worth TX**



Wholesome Grub – Plano, TX



**The Williams Agency Realtors &
Advisors – Plano, TX**

7-Eleven, Inc. – Plano, TX

A.C.N. Herbs / Green Tea – Dallas, TX

Abundantly Aromatic – Dallas, TX

AMC Theatre Group – Plano, TX

American Airlines Center – Dallas, TX

Amon Carter Museum of American Art - Fort Worth, TX

Bikram Yoga - Fort Worth, TX

Black Academy of Arts and Letters – Dallas, TX

Christi Harris Beaute Inc. – Addison, TX

Color Shack Art Studio – Richardson, TX

Cotton Patch – Allen, TX

The Crow Collection of Asian Art Museum – Dallas, TX

**NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS
TDM PROGRAM**

Contact Information

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csanders@nctcog.org

Sonya Landrum
Tel: 817.695.9273
slandrum@nctcog.org



www.nctcog.org



TryParkingIt.com



www.dart.org



ridetrinitymetro.org



www.dcta.net

TRY PARKING IT G.R.E.E.N. REWARD PARTNER UPDATE

G.R.E.E.N. Reward Partners

**Active and Inactive
2016 – April 2019**

- Dallas Black Dance Theatre – Dallas, TX
- Eno's Pizza Tavern – Dallas, TX
- Fort Worth Opera - Fort Worth, TX
- The Fresh Market – Dallas, TX
- Gaylord Hotel and Resort – Grapevine, TX
- Green Pet – Dallas, TX
- Griffin Fitness – Hurst, TX
- Grimaldi's Pizzeria, Dallas, TX
- Jubilee Theatre - Fort Worth, TX
- The Juice Bar – Dallas, TX
- LCI Media – Dallas, TX
- Mad Duck Cyclery – Grapevine, TX
- Master Made Feeds – Grapevine, TX
- NRH2O Family Water Park - North Richland Hills, TX
- Pedals Cycling Studio – Keller, TX
- Popcorn Occasions – Hurst, TX
- The Pyramid Restaurant at Fairmont Dallas Hotel – Dallas, TX
- Reata Restaurant - Fort Worth, TX
- Sweet Tomatoes - All DFW Locations
- Texas Rangers – Arlington, TX
- Texas Revolutions Arena Football – Plano, TX
- Trouvi Cookies – Dallas, TX
- Wrap Addict: It Works - Dallas and Fort Worth, TX

RECEIVED

JUN 04 2019

May 30, 2019

VIA EMAIL AND U.S. MAIL

TRANSPORTATION

Michael Morris,
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Dr
Arlington, TX 76011

Re: Request for a Letter of Support for an Extension of the Trinity Metro TEXRail Project into Fort Worth's Medical District

Dear Mr. Morris,

Trinity Metro successfully completed late last year the 26.8-mile TEXRail Project. It now seeks your and your organization's expression of support – merely a letter – to undertake a crucial 2.1-mile extension of that project into Fort Worth's Medical District.

As you know, TEXRail now operates between the Fort Worth Texas & Pacific Station in downtown Fort Worth, through northeast Tarrant County to the Dallas-Fort Worth International Airport. Trinity Metro now hopes to extend TEXRail west and south into the Medical District, a major employment and health center, thereby providing transportation options for employees and patients that work in or use the facilities there.

We need your help evidencing to the Federal Transit Administration and other stakeholders our community's support for the 2.1-mile extension.

Nearly 40,000 people are drawn each day to the Fort Worth Medical District to work in the hospitals, clinics, treatment centers, and other businesses there. That district is home to some of the finest medical facilities anywhere, including Baylor Scott & White All Saints Medical Center, Cook Children's Medical Center, Texas Health Harris Methodist Hospital, Medical City Fort Worth Hospital, the Moncrief Cancer Institute, the UT Southwestern Monty and Tex Moncrief Medical Center at Fort Worth, and John Peter Smith Hospital.

The Medical District is a significant economic engine for the region: a 2014 University of North Texas study of the Medical District's healthcare facilities documented a \$4.2 billion annual economic impact in Fort Worth and a \$5.5 billion impact in Tarrant County.

The expansion of TEXRail to the Medical District would serve the employees and patients that utilize this robust and growing area, and further generate additional mobility, economic growth, and quality-of-life benefits.

Can we count on your and your organization's support to make this happen? All we ask is a letter.

Due to Trinity Metro's sound management, the 26.8-mile TEXRail project was completed roughly \$90 Million under budget. Trinity Metro is asking the Federal Transit Administration to authorize



applying that savings to the cost of the 2.1-mile extension into the Medical District. If FTA grants that request, the extension will be approximately 90% funded.

Please consider providing Trinity Metro a letter supporting the extension. The attached sample letter of support is offered merely for convenience. Please feel free to write anything you wish.

Please email and mail the completed, signed letter to my attention at Trinity Metro, 801 Cherry Street, Suite 850, Fort Worth, TX 76102-6803.

Thank you for your valuable support and thank you for considering how we can better provide access to medical services for the residents of Tarrant County.



Bob Baulsir,
President/CEO
Trinity Metro





RECEIVED

MAY 28 2019

TRANSPORTATION

May 17, 2019

Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 75005

RE: Funding for Redevelopment Master Plan for Hensley Field

Dear Mr. Morris:

The City is proposing to create a Re-Use and Redevelopment Master Plan for the conversion of the former Naval Air Station Dallas (also known as Hensley Field), located in southern Dallas. Hensley Field represents a significant and singular prospect for our region – it is a contiguous, 740-acre site with shoreline on Mountain Creek Lake overlooking the escarpment. There are opportunities for commercial activity, locating a top-tier research institution or college/university, residential development, and recreation. Hensley Field also has diverse but limited mobility options: there are just two surface access points, a runway, a heliport, and an adjacent rail line.

The infrastructure, mobility, and environmental challenges to redevelopment at Hensley Field are significant, but similar to those at other decommissioned military installations and airports. The common element to successful redevelopment is always a robust and effective master plan. Examples include Mueller Austin, Treasure Island Naval Base in San Francisco, Hamilton Air Base in Novato, and Hunters Point in San Francisco. Each of these projects is now providing significant value to their respective regions. We envision that a Master Plan for Hensley Field will build on the same premises of the previous projects, while also advancing the City and community's priorities related to mobility, equity, economic development, affordable housing, sustainability, and resilience. Hensley Field has an added advantage over the aforementioned projects because it has been designated as a federal opportunity zone. The City's intent is to use the Master Plan to provide the vision, framework, and guidelines for entering into future partnerships to implement reuse and redevelopment of the site for the benefit of Dallas residents and to fully utilize the opportunity zone designation.

Over the past several months, City staff have worked on a procurement for interested firms to submit a Statement of Qualifications (SOQ) for the development of a Re-Use and Redevelopment Master Plan for Hensley Field. The City will be looking for firms that have completed master plans for mixed-use development of comparable size and complexity. I am seeking North Central Texas Council of Government's (NCTCOG) assistance in



City of Dallas

funding the Master Plan and overcoming the site's mobility limitations. Based on my experience and the cost of similar planning exercises, I anticipate that the total cost will be between \$2-3 million, exclusive of City staff time and materials. We are limited in our ability to fund the entire master plan and are asking for approximately \$2 million to help us fund this great effort. The City will contribute between \$.5 and \$1 million to complete this project through City or other matching funds. I would appreciate the opportunity to further discuss Hensley Field and the proposed Master Plan and its funding opportunities at your earliest convenience.

Regards,

A handwritten signature in black ink, appearing to read 'Majed Al-Ghafry'.

Majed Al-Ghafry, P.E.
Assistant City Manager
City of Dallas

cc: T.C. Broadnax, City Manager
James McGuire, Director, Office of Environmental Quality and Sustainability
Peer Chacko, Director, Planning and Urban Design

MINUTES

**Regional Transportation Council
PUBLIC MEETING**

FY2020 and FY2021 Unified Planning Work Program

Transportation Alternatives Set-Aside Program Call for Projects

National Highway System Review

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, May 13, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Karla Weaver, Senior Program Manager, moderated the meeting, attended by 15 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization (MPO), and amended on November 8, 2018. Staff presented information about:

1. FY2020 and FY2021 Unified Planning Work Program – presented by Vickie Alexander
2. Transportation Alternatives Set-Aside Program Call for Projects – presented by Daniel Snyder
3. National Highway System Review – presented by Brian Flood

The NCTCOG public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

FY2020 and FY2021 Unified Plannig Work Program presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/U PWP-Development-Pres.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan

- Special Studies and System Operations.

The UPWP for Fiscal Years 2020 and 2021 will focus on several planning initiatives, including the monitoring of Mobility 2045, the 2021-2024 Transportation Improvement Program (TIP), automated vehicle technology, high-speed rail, bicycle/pedestrian plans, regional transit planning assistance, travel model enhancement and a Harry Hines Boulevard corridor study.

The RTC will take action on the recommended FY2020 and FY2021 UPWP in July 2019.

Transportation Alternatives Set-Aside Program Call for Projects presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/2019-TA-CFP-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/2019-TA-CFP-Handout.pdf>

The Transportation Alternatives Set-Aside Program is funded under the Fixing America's Surface Transportation Act, the current transportation funding and authorization bill. Project activities eligible to receive funding from the program include shared-use paths, on-street bikeways, bicycle/pedestrian signalization, sidewalks and crosswalks, traffic controls and signage.

Approximately \$2.7 million in set-aside funds is available for the western part of the region and approximately \$5.2 million is available for the eastern portion. Funding allocations for each project must not exceed \$5 million, and the minimum allocation is \$150,000.

NCTCOG staff received 29 applications. Evaluation and scoring criteria for this program include mobility, safety, congestion reduction, air quality benefits, regional and local network connectivity, project innovation and project readiness.

Staff is recommending awarding funding to Cotton Belt Trail segments in Grapevine, Plano, Richardson, Dallas and Coppell as well as to the Harry Hines Multimodal Connection in Dallas County.

The RTC will take action on the selected projects in June 2019.

National Highway System Review presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/05/NHS-Review.pdf>

Originally designated in 1996, the National Highway System (NHS) is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings and major military installations. The System focuses on parts of the transportation system with the largest impact on the movement of people and goods. It is used to calculate federally recognized performance measures, including pavement condition, bridge condition, safety, congestion and travel time reliability.

Local TxDOT districts, NCTCOG staff and local governments are evaluating suggested modifications and identifying potential new roadways to include in the NHS.

The RTC will take action on final modifications to the NHS in late summer 2019.

ORAL COMMENTS RECEIVED AT MEETING

Transportation Alternatives Set-Aside Program Call for Projects

Gary Hennessey, Citizen

A. Project implementation evaluation

Question: Do you all evaluate projects after they've been implemented?

Summary of response by Karla Weaver: Whether or not we conduct an evaluation depends on the type of project and the funding associated with it. Sometimes we'll evaluate a project before and after inception. We've also looked at speed and safety data after projects have been completed.

Question: Do you publish evaluations?

Summary of response by Karla Weaver: Yes, we do publish some of them. Let us know if there's a specific area you're interested in, and we'll look into it for you. We can make it available to you.

Other

Gary Hennessey, Citizen

A. Traffic tickets along roads near SH 360

Comment: For a while, the police never gave out traffic tickets for running red lights along roads near SH 360.

Summary of response by Karla Weaver: There is an ongoing SH 360 coordination group, and it actually met last week. This might be something they are aware of. If you provide us with your email and phone number, we can provide you with logistical information.

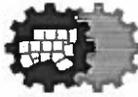
Jason Sekhon, Citizen

Comment: I looked at rail expansion in Mobility 2045, but I didn't see anything included along the Dallas North Tollway. It's pretty congested, and I can't imagine doing a regular commute. Why is there no rail line there?

Summary of response by Karla Weaver: The mobility plan is financially constrained, and there are a lot of different moving parts and pieces. We work with the general public, elected officials, etc. to prioritize the different modes of transportation. Rail expansions are also divided into phases.

WRITTEN COMMENTS FROM PUBLIC MEETING

Name and Title	Agency, City Represented	Topics Addressed	Comments
Coletta Strickland	Citizen	Bicycle/pedestrian funding	Attachment 1



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Coletta Strickland
 Organization _____
 Date _____
 Meeting Location _____

Please provide written comments below:

1) How does John Q Citizen become more involved in this process to be more informed. EG: 360 coordination group

2) For Snyder: Is it typical to only fund 2 projects in Fort Worth District? where can we find Historical funding allocations + projects still in progress?

3) Was there a 3rd place project in HW District worthy of CMAQ funds that could have been awarded?

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Transportation Alternatives Set-Aside Program Call for Projects

Email

Terry Musar

I went to this meeting in Arlington but did not get to leave my comment--so here it is: Thanks for moving ahead with the Cottonbelt bike/ped trail improvements-especially the 2 segments in Grapevine. This will make it so much safer for all ages and skill sets to get around Grapevine and beyond. Thank you very much!!!

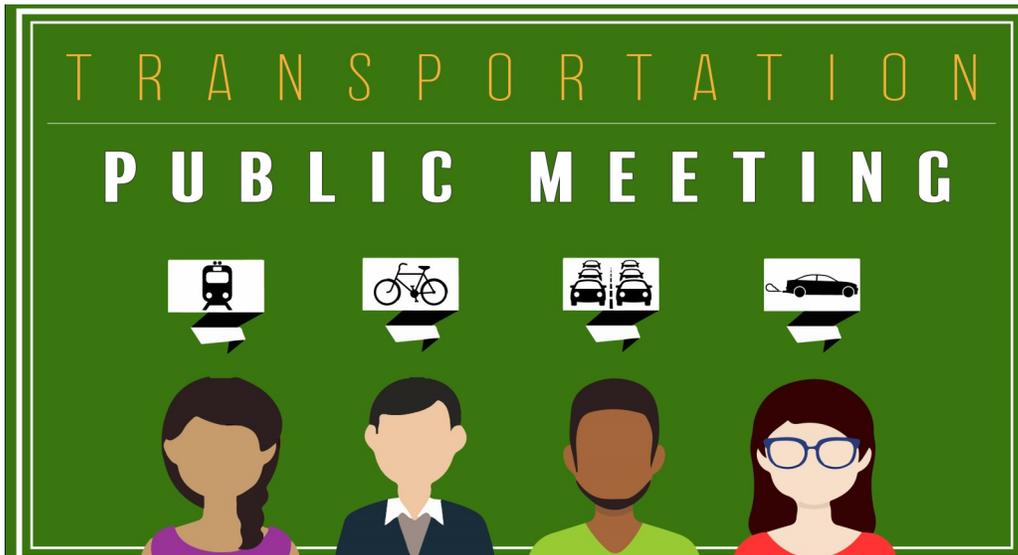
Other

Email

Matt & Catherine Butschek

We have come to these meetings for years now, have skipped the last year or more. You were supposed to make a decision in december, 2012 or 2013..... no decisions have been made and we are tired of coming to these meetings.

When you make a decision, please let us know.



PRESENTATIONS

2020-2022 Disadvantaged Business Enterprise (DBE) Goals

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals will be presented for review and comment.

Regional Pedestrian Safety Action Plan

The North Texas Pedestrian Safety Action Plan will develop goals and action items to address the high number of pedestrian crashes and fatalities across the region. With the guidance of a diverse stakeholder committee, the plan will include analysis of reported crash data, a public opinion survey, goals and strategies to improve pedestrian safety and prioritized areas of the region to implement safety countermeasures. An overview of the plan will be presented.

ONLINE REVIEW & COMMENT

Proposed Modifications to the List of Funded Projects:

www.nctcog.org/input

RESOURCES AND INFORMATION

Regional Smoking Vehicle Program: www.smokingvehicle.net

Volkswagen Funding Available for Buses:

www.nctcog.org/aqfunding

The meeting will be live streamed at www.nctcog.org/video (click on the "live" tab). A video recording will also be posted online at www.nctcog.org/input.

**MONDAY, JUNE 10,
2019, 6:00 PM**
North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcog.org.

TRE CentrePort/DFW Airport Station
Trinity Railway Express Arrival Options June 10

Eastbound Train 5:19 pm

Westbound Train 5:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Saturday, April 20, through Sunday, May 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, Bike to Work Day and NCTCOG bike survey results were in the majority.

Air Quality

Facebook

1. Air Quality Awareness Week starts next week. Don't forget to take care of the air inside your home. Some great ways to protect your home's air include using non-toxic cleaners, using an air purifier and taking care of indoor plants. – City of Denton Sustainability



Autonomous Vehicles

Twitter

1. A perspective on the @driveai_ pilot in the @CityOfFriscoTx by @RideDCTA one of the five partners in the transportation management association that hosted the pilot. @NCTCOGtrans – Thomas Bamonte (@TomBamonte)



Kudos to everyone on this pilot program! 🙌

I was hoping for a longer pilot period in Frisco because I haven't had a chance to ride one yet. But I just found out that the pilot in Arlington is still ongoing. Better plan a trip soon... – Harshal S Chhaya (@hschhaya)

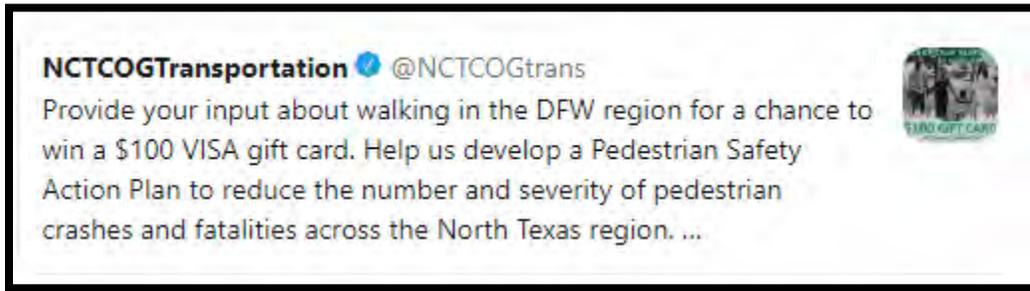
Bicycle & Pedestrian

Twitter

1. #BikeMonth #BikeToWorkDay is May 17. Are you biking that day? Do you bike most days? – WalkBikeSafeTx (@WalkBikeSafeTX)



2. #ShapeYourCity – Loren S. (@txbornviking)



3. Thank you to our local media partners as well as citizen tips related to our bicycle officer being struck by a motorist Sunday. The suspect turned himself in this evening after being contacted by Lyft and seeing news coverage. He's charged with Failure to Stop and Render Aid. – Will Johnson (@ArlingtonChief)



Number of hit-and-run motor vehicle vs cyclist crashes in @NCTCOGtrans over the past 3 years: 2016 - 87; 2017 - 98; 2018 - 106. Not a promising trend. It was as low as 47 in 2011 – Rob Rasmussen, MD, PhD (@rgrasmus)

4. Every week should be Bike to ... Work, Church, the Grocery Store, School, Local Business Week. #BikeToWork – Andrew Wallace (@agwallace92)



5. #BikeToWorkDay is just hours away now!!! Come by and see us on your commute in to work, and then head over to @fcbrewing after work and join us for the 2nd Annual Bike 2 Work Day Happy Hour from 5:30-8pm!! – BikeDFW (@BikeDFW)



Facebook

1. May is National Bike Month! Get out and ride your bike this month before summer arrives in full force. As part of the celebration in May, don't forget these special dates: May 8 is Ride Your Bike To School Day, May 17 is Ride Your Bike To Work Day, and May 13-19 is Ride Your Bike To Work Week!

In 2017, the NCTCOG Transportation Department conducted a survey on the topic of biking. You can review the results here: www.nctcog.org/bikesurvey – The Colony Parks & Recreation Department



2. Nice play on "May" NCTCOG Transportation Department! May is National Bike Month - take a moment to drop in a comment that you are biking this month! May 17 is Bike to Work Day - are you biking to work? – Walk Bike Safe Texas



3. Hey followers! National Bike to Work Week 2019 will take place May 13–19. Bike to Work Day is Friday, May 17!

Are you hosting an event or looking for an event? Visit <https://bikeleague.org/bikemonth> for more information including resources, shareables, and events in your area!

NCTCOG Transportation Department BikeDFW Fort Worth Bike Sharing Fort Worth City Hall (City of Fort Worth) BikeHouston Houston BCycle Houston Bicycle Museum Houston Bikeways Program Austin B-cycle – Walk Bike Safe Texas



4. Continuing with the theme of "With so many reasons to ride, what's yours?", how about some awesome events happening this #BikeMonth we think you might be interested in?!

Week 3 of Bike Month

May 1-31

Our friends at Bike Friendly Fort Worth are encouraging riding to run errands with their BFFW 2019 Errandonnee for the whole month of May!!

National Bike to Work Week is May 13-17 and there are awesome things to do all over the region to celebrate!! Here are just a few of them:

Wednesday, May 15

7pm

Ride of Silence

For 17 years, the Ride of Silence has provided an opportunity for the cycling community to come together to honor the cyclists that have been injured and killed on public roadways. What started as a "one time" event in 2003 at White Rock Lake, Dallas, has grown to include rides in 373 locations world-wide, with 47 US states, 20 countries, and 7 continents participating in this silent ride. This ride is an opportunity to HONOR those that have been injured and killed; to RAISE AWARENESS that we are here; and to ask that we all SHARE THE ROAD.

There are several rides across the DFW region, and you can see all of them at rideofsilence.org. Included are rides in Coppell, Dallas, Fort Worth, Frisco, Garland, Plano, and Sherman. Here are a few of the Facebook events:

Ride of Silence Dallas 2019

Ride of Silence 2019, Frisco Start

Thursday, May 16

4-6pm

JUMP curious? Come out to the Dallas Farmers Market and our friends at JUMP will have some of their e-bikes there to try out, and BikeDFW will be providing the basics of riding safely at the JUMP Urban Biking Basics with BikeDFW!!

Friday, May 17 BIKE TO WORK DAY

7-9am

Dallas Area Rapid Transit (Official DART page), NCTCOG Transportation Department, BikeDFW, area bike groups, and local bike shops invite you to charge up at the following Bike to Work Day DART Energizer Stations:

Akard Station, Centreport/DFW Airport Station, CityLine/Bush Station, Hatcher Station, Farmers Branch Station, Mockingbird Station, Parker Road Station, and Tyler Vernon Station

Free bike safety checks, refreshments, swag, and more!!

7-9am

Our friends at the Friends of Santa Fe Trail are hosting a Bike to Work Day on the Santa Fe Trail Energizer Station at the T intersection of the Santa Fe Trail heading into Deep Ellum. They will have coffee, sweets, and an onsite bike mechanic from Local Hub Bicycle Company for quick fixes!

5:30-8pm

Join us for our 2nd annual Bike 2 Work Day Happy Hour at Four Corners Brewing Co. and celebrate another awesome day riding bikes!! Come hang out with friends and share your commute story!! – BikeDFW



5. It's #BikeMonth and next Friday the 17th, is #BiketoWork day where Dallas Area Rapid Transit (Official DART page), BikeDFW, NCTCOG Transportation Department will be hosting energizer stations at several DART stations. I'll be at TylerVernon helping Bike Friendly Oak Cliff here in Oak Cliff! Roll by on your way to work for tacos! Here's the full list of stations: <https://dart.org/riding/bike.asp> – Jonathan Braddick

A promotional graphic for "BIKE TO WORK DAY" on Friday, May 17. It features a cyclist with speech bubbles listing reasons to ride, such as "For my sense of adventure!" and "To get a workout on my way to work!". The text includes "SO MANY REASONS TO RIDE!", "FRIDAY, MAY 17", and "FREE bike safety checks, drinks, snacks and more!". The DART logo and "let's go." slogan are at the bottom left.

BIKE TO WORK DAY

SO MANY REASONS TO RIDE!

FRIDAY, MAY 17

FREE bike safety checks, drinks, snacks and more!

Locations and details at DART.org/bikes

DART *let's go.*

For my sense of adventure!

To do my share for cleaner air!

To get a workout on my way to work!

For an easier connection to DART services!

For more green in my bank account!

To burn calories instead of gas!

6. This Bike to Work Day, join DART, BikeDFW, the NCTCOG Transportation Department, area bike groups and local bike shops for DART's annual Bike to Work Day event May 17 from 7-9 a.m. at specific stations across DART's System. bit.ly/DARTdaily-2VleVWb #DARTBike2Work – Dallas Area Rapid Transit (Official DART page)



7. Tomorrow is #BikeToWorkDay bike people!! We hope you will come by and see us at one of the Dallas Area Rapid Transit (Official DART page) Stations we will be set up at tomorrow:

Hatcher Station, South Dallas

Tyler Vernon Station, Oak Cliff

Mockingbird Station, Dallas (on the platform AND the trail this year!!)

CityLine Station, Richardson

and Parker Road Station, Plano

Our friends at NCTCOG Transportation Department and DART will be at additional stations across the area, so check out the event for more options.

We hope you will end your #BikeToWorkDay with us at our Bike 2 Work Day Happy Hour at Four Corners Brewing Co. from 5:30-8pm tomorrow evening!! Come celebrate this awesome day with us!! – BikeDFW



8. #BikeToWorkDay Mockingbird Station style...thanks to our friends at velofix, The Lofts at Mockingbird Station, Rush Bowls, KIND Snacks, Dallas Area Rapid Transit (Official DART page), and the NCTCOG Transportation Department for helping us make this morning awesome!!!

Be sure and stop by on your commute home today for our Bike to Work Day Happy Hour at Four Corners Brewing Co. from 5:30-8pm!!! – BikeDFW



9. Our friends at the North Central Texas Council of Governments are asking for input about walking in the DFW region -- and will offer survey takers a chance to win a \$100 VISA gift card.
– North Richland Hills City Hall

TAKE OUR SURVEY
for a chance to win a...

\$100 GIFT CARD!

NCTCOG.org/PedSafetyPlan

NCTCOG Transportation Department
May 13 at 8:00 PM

Provide your input about walking in the DFW region and be entered for a chance to win a \$100 VISA gift card.

In coordination with the Texas Department of Transportation, The North Central Texas Council of Governments is developing a Pedestrian Safety Action Plan to reduce the number and severity of pedestrian crashes and fatalities across the North Texas region. Please take the survey to provide your feedback to help shape the goals and action items to be developed in the plan. <https://dfwpedestriansafety.metroquest.com/>

10. Please take the survey! #cedarhilltx – Carolyn Nolte Skeels

TAKE OUR SURVEY
for a chance to win a...

\$100 GIFT CARD!

NCTCOG.org/PedSafetyPlan

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11. Would you bike to work (or other places) if you felt safer doing so? Which Denton destinations would you like to bike to but don't feel safe enough to try yet?

#BikeToWorkDay #BikeMonth #BikeEverywhere – Bike Denton



Project Planning

Twitter

1. @AnnZadeh @NCTCOGtrans @TarrantTransit Can we do this? This is so cool! – plainy (@plainy)



I already sent it to TPW. 😂 – Ann Zadeh (@AnnZadeh)

Tiny fist pump – plainy (@plainy)

2. Click here for a list of this week's closures for the @keep30360moving Interchange Project in #ArlingtonTX ➡ <http://ow.ly/n02E30oECJD> – City of Arlington (@CityOfArlington)



3. Five years after LA spent \$1.1 billion widening its notorious 405 Freeway, traffic is worse than ever.

Highway 🙌 widening 🙌 doesn't 🙌 work 🙌 This should be a cautionary tale for the Marylands and Texas of the world. @LarryHogan – Streetsblog USA (@StreetsblogUSA)



Can @TxDOT please tell us why this seemingly continues to be their primary plan to accomodate Texas' continued growth and mobility needs?

It's time for a better way, it's time to invest in more #TransitAlternatives!

@NCTCOGtrans @TxDOTFortWorth @MayorBetsyPrice @CityofFortWorth – Loren S. (@txbornviking)

Public Meetings & Forums

Twitter

1. The next @NCTCOGtrans meeting is May 13. See <http://campaign.r20.constantcontact.com/render?m=1102365104652&ca=91307429-5f30-4d7f-bcbc-081214922870> ... – ? Carl Seiler (@csxyzy)

Thanks for sharing, Carl! – NCTCOGTransportation (@NCTCOGtrans)

2. @NCTCOGtrans wants your feedback! This meeting is an important way to provide your opinion on the transportation planning activities and air quality programs of NCTCOG and RTC. Join them May 13 at 616 Six Flags Dr. in Arlington and share your thoughts! <http://bit.ly/2LtWAY> – City of Coppel (@CityofCoppel)

TRANSPORTATION PUBLIC MEETING

MONDAY, MAY 13, 2019, 6:00 PM
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

PRESENTATIONS
FY2020 and FY2021 Unified Planning Work Program
The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2020 and Fiscal Year 2021 UPWP will be presented for public review and comment.

Transportation Alternatives Set-Aside Program Call for Projects
Staff will present a recommended summary of projects to receive funding as part of a 2019 Call for Projects.

National Highway System Review
The National Highway System (NHS) is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations and intermodal facilities. In 2018, the Federal Highway Administration initiated a universal review of the NHS for the first time since its inception in 1996. Draft recommendations for the Dallas-Fort Worth region from this review will be presented.

ONLINE REVIEW & COMMENT
FY2018 and FY2019 Unified Planning Work Program Modifications:
www.nctcoq.org/inputs/

RESOURCES AND INFORMATION
Regional Smoking Vehicle Program: www.smokingvehicle.net

The meeting will be live streamed at www.nctcoq.org/video (click on the "live" tab).
A video recording will also be posted online at www.nctcoq.org/news/

For special accommodations due to a disability or for language translation, contact Carl Baylor at 817-608-2365 or cbaylor@nctcoq.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcoq.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

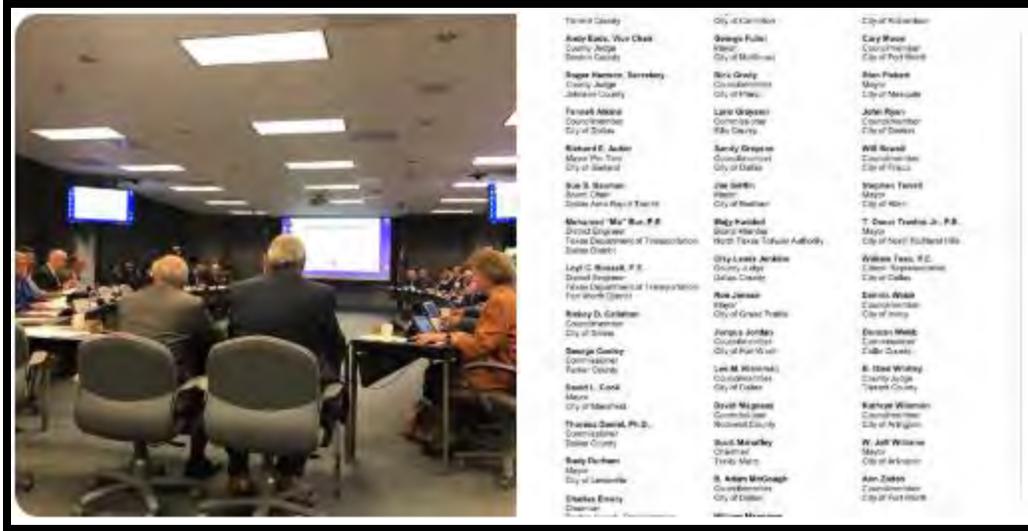
To request a free roundtrip ride between NCTCOG and the Trinity Railway Express Centre/FortDFW Airport Station, contact Carl Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcoq.org.

TRE Centre/FortDFW Airport Station
Arrival Options May 13

Eastbound Train	5:18 pm
Westbound Train	5:31 pm

Facebook Twitter YouTube Instagram NCTCOGtrans North Central Texas Council of Governments

3. At monthly meeting of the Regional Transportation Council (RTC). The RTC is the independent transportation policy body of the Metropolitan Planning Organization. The RTC oversees the metropolitan transportation planning process. @TrinityMetro @NCTCOGtrans @CityofFortWorth – Sal Espino (@SAL_FW)



Facebook

1. NCTCOG Transportation Department wants your feedback! This meeting is an important way to provide your opinion about the transportation planning activities and air quality programs of NCTCOG and the RTC. – City of Coppell, TX Municipal Government



Roadway

Email

1. Brandon Keck

Looking for Avg toll rate for Texpress Lanes and was directed here for an answer. Please contact if I can get that information here.

Hi, Brandon

Thank you for contacting the NCTCOG Transportation Department.

Average toll prices for the TEXpress Lanes may range from 15 cents to 35 cents per mile during lighter traffic, and 45 cents to 90 cents during peak rush hour. In the event that the average speed on the TEXpress Lanes slows toward 50 mph, the toll rate will increase in order to manage the congestion and speed to maintain an average of 50 mph.

Please let us know if you have any additional questions.

Kind regards,

Carli

Twitter

1. On this Texas toll road, drivers want to know why they're paying \$15 for just 5 miles

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article229371274.html> ...

@NTExpress @TxDOT @TollTagNews @NCTCOGtrans – Gordon Dickson (@gdickson)

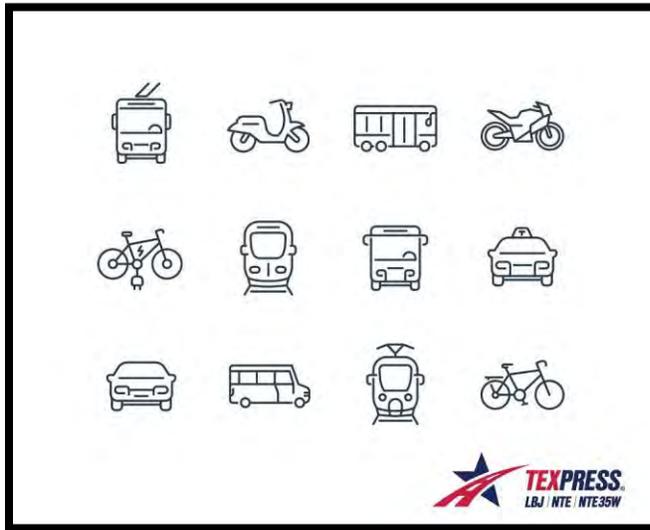


Great article! I've never seen it get passed \$7 or \$8, which I thought was way too high. But \$15 is just insane. – Nicholas Sakelarlis (@ReporterNick1)

Transit

Twitter

1. It's #GetOnBoardDay! In Texas, we all work hard to improve our transportation as a whole. Always with the ultimate goal in mind of getting ppl where they need to go & improving the quality of life for all Texans. @TxDOTTEXpress @TarrantTransit @NCTCOGtrans @DFWAirport @SAL_FW – NTE (@NTEExpress)



2. In case you missed it, from @TrinityMetro, nothing says Texas like #TEXRail and bluebonnets! @CityofFortWorth @CityofNRH @GrapevineTXCity @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



3. Something for @CityOfArlington to keep in mind ... @Uber @NCTCOGtrans #DFWTraffic – Gordon Dickson (@gdickson)

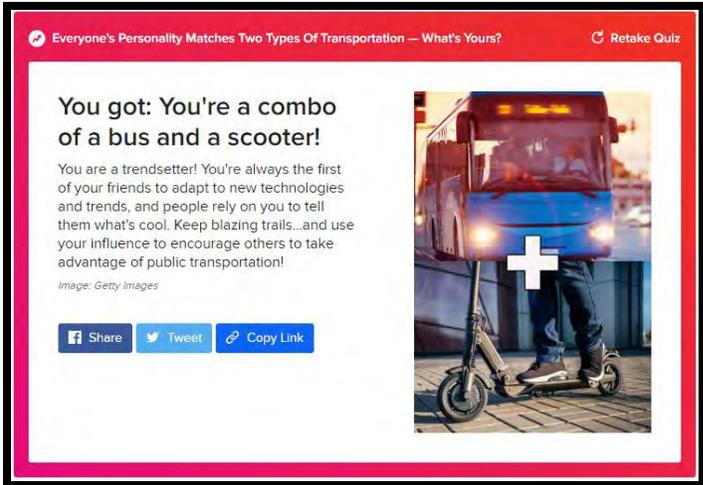


A town of 37,000 - does no one think of riding a bike? On a map, Innisfil looks tiny. – J. Meezy (@fadhero)

A link to this was posted on Transit Intelligence, an online publication geared toward transit industry professionals. It's well worth a subscription. It's occupied my virtual coffee table for years and I read to keep up with news about CEO friends. – Susan Ballard (@Susanballard)

Facebook

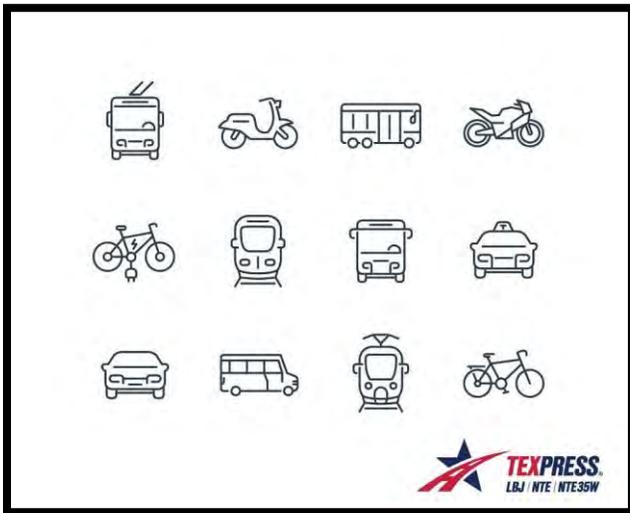
1. Your personality is multifaceted — so is public transportation! On this Get On Board Day, find out what combination of public transportation options you are by taking the quiz. <https://bzfd.it/2vluv9y>. We got bus and scooter! What did you get?? – NCTCOG Transportation Department



I got bus and aerial tram! – Paul McManus

Nice! Hope you're not afraid of heights! 😊

2. It's #GetOnBoardDay! In Texas, we all work hard together to improve our transportation as a whole. Always with the ultimate goal in mind of getting people where they need to go & improving the quality of life for all Texans. NCTCOG Transportation Department Texas Department of Transportation Fort Worth City Hall (City of Fort Worth) Trinity Metro DFW Airport Downtown Fort Worth Tarrant Transit Alliance Fort Worth Chamber of Commerce – North Tarrant Express



Other

Twitter

1. Okay, @TarrantTransit @NCTCOGtrans @AnnZadeh I think you should probably hire the FWISD kids that made these projects because I want to ride on these cool trains. Also, look at motorcycle/recycling combo. – plainy (@plainy)



2. So @AlamoAreaMPO and @CAMPOTexas we're going to be like the Rio Grande Valley and DFW? It's about overdue that you guys both merge together. @TxDOTSanAntonio and @TxDOTAustin also need to merge together. – Park (@Park)

We love our partners at @CAMPOTexas & @TxDOT! We pride ourselves on a comprehensive, continuous and coordinated planning process. In fact, we were recently commended by the @USDOTFHWA for our collaboration with CAMPO, including a joint study of the IH35 corridor. – Alamo Area MPO (@AlamoAreaMPO)

While this is great and all. Can we be more like @NCTCOGtrans in DFW with a more unified San Antonio-Austin? – Park (@Park)

Even though we don't operate under the same organizational name, we coordinate with all our neighboring MPOs to ensure that our planning work creates regional solutions that make sense. Just because we don't have the same name doesn't mean we're not working as a team! – Capital Area Metropolitan Planning Organization (@CAMPOTexas)

Wouldn't merging MPOs increase your funding percentage to compete with Houston and DFW for dollars? The three Rio Grande Valley MPOs according to the article being discussed decided to merge for increase in dollars. I might as well ask and hopefully debunk that rumor. – Park (@Park)

Facebook

1. Follow NCTCOG Transportation Department to learn more about your local commuting options. – Keep Grapevine Beautiful

Know Your Options

- Biking
- Transit
- Carpooling
- Walking



NCTCOG Transportation Department
May 8 at 12:30 PM · 🌐

We encourage everyone in our region to know your transportation options. If you haven't tried carpooling, biking, walking or taking transit to move about, there's no time like the present! For more info on commute options, visit: <http://bit.ly/DFWCommuteOptions>.

**F. Charles Emery
2200 N. Garden Ridge Boulevard
Lewisville, Texas 75077
214-674-8020 (cell)**

May 20, 2019

**Mr. Michael Morris
NCTCOG (Transportation Department)
616 Six Flags Drive
Arlington, Texas 76011**

Dear Mr. Morris:

By now you probably have heard that I have recently resigned (retired) from the Denton County Transportation Board. In that process I have looked back at those few people that have supported me and the agency for the past fifteen plus years and you are one of the most important on that list.

I remember so well, at the onset of my service on the RTC, you were candid about the challenges ahead but at the same time encouraged me with sound advice about meeting such challenges.

You have been a friend of DCTA and with that we have all been truly blessed.

Sincerely,



F. Charles Emery

**RECEIVED
MAY 28 2019
TRANSPORTATION**



Engineering
City of Celina, Texas

May 17, 2019

Mr. Michael Morris, PE
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX

RE: 2019 Parvin Road/Frontier Parkway Project Funding

Dear Mr. Morris,

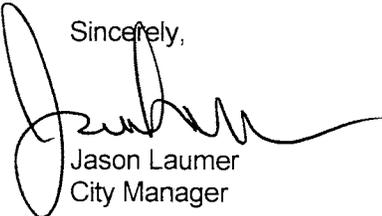
As you are aware, Collin County is one of the fastest growing counties in North Texas. This growth has steadily moved north through Frisco and Prosper and is expected to greatly affect the City of Celina. By taking a proactive approach to meet our future traffic needs, the City has identified Parvin Road and Frontier Parkway as critical infrastructure improvements that will not only benefit Celina, but also improve regional east-west mobility across the County. These improvements will also greatly relieve highly congested traffic on US 380.

The City of Celina requests funding assistance for Parvin Road to design and construct a 4-lane divided curb and gutter concrete section of Parvin Road from FM 1385 to Legacy Drive. In addition, the City of Celina would like to construct the remaining two lanes of Frontier Parkway from Legacy Road to Dallas North Tollway. The construction cost with drainage and bridge improvements and ROW is preliminary estimated to cost approximately \$60 million.

The City respectfully requests NCTCOG to consider funding fifty percent (50%) of the project. The City of Celina is willing to act as the project manager and believe we have willing partners in Denton County, Collin County, and the Town of Prosper to fund the remaining fifty percent (50%).

Please call me at 972-382-2682 x1001 if you have any questions or if I can be of further assistance.

Sincerely,



Jason Laumer
City Manager

cc: Christie Gotti, Senior Program Manager (NCTCOG)
Kimberly Brawner, City Manager
Dustin McAfee, Director of Planning and Development Services
Alan Fourmentin, Director of Public Works

P:\Engineering\Transportation\NCTCOG\Celina Roadway Projects for Funding 2019.docx

Attachments

RECEIVED
MAY 24 2019

TRANSPORTATION

City of Celina

Paving & Drainage Improvements for
Parvin Road & Frontier Parkway (~ 5 miles)



From FM 1385 to Legacy Drive - 4 Lane Divided Concrete
From Legacy Drive to DNT - 2 Lane Concrete

Prepared By: PYM
Date: 5/15/2019

OPINION OF PROBABLE CONSTRUCTION COST		
STREET NAME	LIMITS	COST
PARVIN ROAD	FM 1385 TO LEGACY DRIVE	\$41,890,434
FRONTIER PARKWAY	LEGACY DRIVE TO DALLAS NORTH TOLLWAY	\$6,672,904
	TOTAL CONSTRUCTION COST	\$48,563,338
DESIGN FEE		
STREET NAME	LIMITS	COST
PARVIN ROAD	FM 1385 TO LEGACY DRIVE	\$4,715,908
FRONTIER PARKWAY	LEGACY DRIVE TO DALLAS NORTH TOLLWAY	\$971,950
	TOTAL DESIGN FEE	\$5,687,858
MISCELLANEOUS FEES		
	ROW ACQUISITION	\$5,300,000
	TOTAL PROJECT COST	\$59,551,196

This construction cost estimate is a high level estimate based on a conceptual layout and design assumptions. No detail design or analysis has been performed. This estimate should be used as an order of magnitude with the understanding that the estimate will change and be refined as the design and analysis moves forward. In providing Opinions of Probable Construction Cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost.

City of Celina

Paving & Drainage Improvements for
Parvin Road & Frontier Parkway (~ 5 miles)



Parvin Road: FM 1385 to Legacy Drive
4 Lane Divided Concrete (~3.7 miles)

Prepared By: PYM
Date: 5/15/2019

PAVING AND DRAINAGE IMPROVEMENTS					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
PAVING IMPROVEMENTS					
100	Mobilization	1	LS	\$1,020,000	\$1,020,000
101	Prepare ROW	192	STA	\$5,000	\$960,000
102	Remove Exist Storm Culverts (All Sizes)	6	EA	\$1,000	\$6,000
103	Unclassified Street Excavation (Assume No Rock)	63,801	CY	\$25	\$1,595,025
104	Compacted Earth Fill	106,334	CY	\$40	\$4,253,360
105	9" Reinf. Concrete Pavement - Roadway & Bike Lane	119,094	SY	\$70	\$8,336,580
106	8" Lime Stabilized Subgrade	127,601	SY	\$4.50	\$574,205
107	Lime (Minimum 54 lbs/SY)	3,446	TN	\$175	\$603,050
108	Moisture Condition Subgrade (5' Depth)	127,601	SY	\$6.50	\$829,407
109	Moisture Barrier	76,560	LF	\$1	\$76,560
110	6" Integral Curb	76,560	LF	\$3	\$229,680
111	Asphalt Pavement Overlay - Roadway (2" Thick)	4,727	SY	\$15	\$70,905
112	6" Flex Base	5,200	SY	\$12	\$62,400
113	10' Reinforced Concrete Sidewalk	382,800	SF	\$6	\$2,296,800
114	Hydromulch	102,081	SY	\$4	\$408,324
115	Retaining Wall	6,000	SF	\$60	\$360,000
116	Pavement Markings	1	EA	\$182,000	\$182,000
117	Erosion Control	1	LS	\$100,000	\$100,000
118	Traffic Control	1	LS	\$275,000	\$275,000
BRIDGE					
200	Bridge	86,400	SF	\$100	\$8,640,000
STORM SEWER IMPROVEMENTS					
300	Drainage System Storm Sewer Pipe & Headwalls	12,500	LF	\$100	\$1,250,000
301	Cross Drainage Structure	2	EA	\$100,000	\$200,000
302	10' Curb Inlet	84	EA	\$5,000	\$420,000
302A	Inlet 18" Lateral Pipe	4,300	LF	\$60	\$258,000
303	Trench Safety & Support for Storm Sewer	16,800	LF	\$3	\$50,400
MISCELLANEOUS IMPROVEMENTS					
400	Street Light: Dual Arm - 30' With 4' Arms at 150'	128	EA	\$8,250	\$1,056,000
401	Signalization for Parvin Road at FM 1385	1	EA	\$205,000	\$205,000
402	Signalization for Parvin Road at Good Hope Road	1	EA	\$140,000	\$140,000
403	Signalization for Parvin Road at Teel Parkway	1	EA	\$245,000	\$245,000
404	Signalization for Parvin Road at Legacy Drive	1	EA	\$205,000	\$205,000
Sub Total					\$34,908,695
20% Contingency					\$6,981,739
PROJECT TOTAL					\$41,890,434

City of Celina

Paving & Drainage Improvements for
Parvin Road & Frontier Parkway (~ 5 miles)



Frontier Parkway: Legacy Drive to Dallas North Tollway
2 Lane Concrete (~1.1 miles)

Prepared By: PYM
Date: 5/15/2019

PAVING AND DRAINAGE IMPROVEMENTS					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
PAVING IMPROVEMENTS					
100	Mobilization	1	LS	\$165,000	\$165,000
101	Prepare ROW	59	STA	\$5,000	\$295,000
103	Unclassified Street Excavation (Assume No Rock)	9734	CY	\$25	\$243,350
104	Compacted Earth Fill	16223	CY	\$40	\$648,920
105	9" Reinf. Concrete Pavement - Roadway & Bike Lane	18169	SY	\$70	\$1,271,830
106	8" Lime Stabilized Subgrade	19467	SY	\$4.50	\$87,602
107	Lime (Minimum 54 lbs/SY)	526	TN	\$175	\$92,050
108	Moisture Condition Subgrade (5' Depth)	19467	SY	\$6.50	\$126,536
109	Moisture Barrier	11680	LF	\$1	\$11,680
110	6" Integral Curb	11680	LF	\$3	\$35,040
113	10' Reinforced Concrete Sidewalk	58400	SF	\$6	\$350,400
114	Hydromulch	15574	SY	\$4	\$62,296
115	Retaining Wall	3200	SF	\$60	\$192,000
116	Pavement Markings	1	EA	\$55,000	\$55,000
117	Erosion Control	1	LS	\$50,000	\$50,000
118	Traffic Control	1	LS	\$25,000	\$25,000
BRIDGE					
200	Bridge	7290	SF	\$100	\$729,000
STORM SEWER IMPROVEMENTS					
300	Drainage System Storm Sewer Pipe & Headwalls	3500	LF	\$100	\$350,000
301	Cross Drainage Structure	1	EA	\$100,000	\$100,000
302	10' Curb Inlet	12	EA	\$5,000	\$60,000
302A	Inlet 18" Lateral Pipe	600	LF	\$60	\$36,000
303	Trench Safety & Support for Storm Sewer	4100	LF	\$3	\$12,300
MISCELLANEOUS IMPROVEMENTS					
400	Street Light: Dual Arm - 30' With 4' Arms at 150'	39	EA	\$8,250	\$321,750
401	Signalization for Frontier Parkway at DNT	1	EA	\$240,000	\$240,000
Sub Total					\$5,560,753
20% Contingency					\$1,112,151
PROJECT TOTAL					\$6,672,904



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

May 22, 2019

The Honorable Barbara Canales
Nueces County Courthouse
901 Leopard Street
Corpus Christi, TX 78401

Dear Judge Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council, the policy-making body for the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, thank you for your service to the State of Texas. The Transportation Department at NCTCOG serves as the MPO for the 12-county North Central Texas region and works closely with regional, state, and federal partners to plan transportation projects that improve mobility throughout the region.

During a recent visit to the State Capitol, Texas House of Representatives Transportation Committee Chairman Terry Canales asked me to reach out to you on transportation issues in South Texas. I recently spent time in Brownsville to discuss MPO issues in that area and Chairman Canales suggested I introduce myself to you as a resource on transportation matters. Please let me know if there is ever a time you would like to meet, and I can travel to Corpus Christi.

Feel free to contact me at mmorris@nctcog.org or (817) 695-9241 or Rebekah Hernandez, Communications Supervisor at NCTCOG, at rhernandez@nctcog.org or (682) 433-0477.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping "M" and "M" at the end.

Michael Morris, P.E.
Director of Transportation

SD:cmg

cc: The Honorable Terry Canales, Chair, House Committee on Transportation
Dylan Matthews, Transportation Committee Clerk, Texas House of Representatives
Rebekah Hernandez, Communications Supervisor, NCTCOG



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

May 21, 2019

The Honorable John Barrasso
Chairman
Senate Environment and Public Works Committee
US Senate
Washington, DC 20510

The Honorable Peter DeFazio
Chairman
House Transportation and Infrastructure Committee
US House of Representatives
Washington, DC 20515

Dear Chairman Barrasso and Chairman DeFazio:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service and leadership on transportation issues affecting our nation.

A letter from the Texas Congressional Delegation was recently sent to your committees, urging members to end the donor state issue and update outdated allocation formulas affecting transportation funding in Texas. Adequately funding the transportation system is a high priority for the RTC. Allowing flexibility in traditional funding and collecting revenue smarter, including updating the outdated formulas and resolving the donor state issue, are included in the RTC's 2019 Principles for the Federal Surface Transportation Authorization.

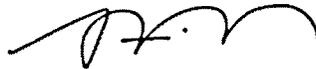
As you know, Texas is the last donor state left in the nation and disproportionately receives its share of transportation funding back. Texas only receives 95 cents back for every dollar in federal fuel taxes and was shortchanged by \$940 million in FY2019. Texas funding other states' transportation needs to end. We urge you to address this issue in an upcoming transportation authorization bill so North Texas does not miss out on additional federal transportation revenue.

In addition, Congress does not use the latest census data in transportation funding allocation formulas. Instead, current federal formulas use 2000 census data. This penalizes states with high population growth – states where transportation funding is greatly needed to keep pace with demand, such as Texas. Our statewide population was 20 million in 2000 and has grown by an estimated 9 million residents since that time. Revenues should be allocated with the most recent data available, not data from many years ago. A legislative change is needed that uses the most current census data when allocating revenue. As the region continues to grow, the DFW area cannot afford to miss any potential funding opportunities that would improve the region's transportation system.

May 21, 2019

As you begin to discuss a new surface transportation authorization bill, the RTC asks that you resolve these two issues and find a more equitable approach to transportation funding. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmoris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to be 'G. Fickes', written in a cursive style.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

RH:al

cc: The Honorable Greg Abbott, Governor, State of Texas
The Honorable Dan Patrick, Lt. Governor, State of Texas
North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, NCTCOG

May 16, 2019

Michael Morris
Director of Transportation
North Central Texas Council of Governments
Centerpoint II
616 Six Flags Drive
Arlington, TX 76011

Michael,

I would like to thank you for our recent discussion regarding the state of transportation in Texas and policy deliberations.

As a company with United States headquarters in Texas, our interests have historically included supporting many different transportation efforts that help deliver much needed, safe and reliable roadways that provide new choices in travel for motorists.

Having had the opportunity to visit officials around the country, I can confidently say that there are few who not only have your vision for large scale mobility, but also your proven track record of results in the areas of innovative solutions. Your work in Texas is often referenced by others as a national model, and there is no doubt that the DFW projects have inspired other areas of the country to imitate.

It is interesting that at a time Texas debates how to achieve needed projects; other states are actively recruiting private sector solutions and capital with the hope of additional investment in new roadways. Since we met years ago, this has been true of other regions, and is certainly true of places like Maryland which is currently considering billions in additional investment from the private sector to fund needed roadways.

We have been very proud to partner with visionary leaders like yourself to help deliver large scale infrastructure projects that otherwise might not be possible. We are hopeful Texas can find a way to achieve its largest and most needed infrastructure projects.

Michael, thanks so much for your tireless leadership in creating mobility solutions that have captured not only the imagination of the state, but of the country.

Please do not hesitate to let us know if we might ever be of assistance in any way.

Sincerely,



Patrick Rhode
United States Vice President, Corporate Affairs
Cintra

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MAY 20 2019

TRANSPORTATION



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

May 6, 2019

The Honorable Rafael Anchia
Texas House of Representatives
P.O. Box 2910, 1N.5
Austin, TX 78768

Dear Representative Anchia:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on air quality and transportation issues. The RTC would like to express support for multiple bills filed this session regarding the extension of funding under the Texas Emissions Reduction Plan (TERP), including Senate Bill 531 by Senator Birdwell. If approved, these bills would extend the sources of funding for TERP, which are set to expire on August 31, 2019.

Reinstating and protecting TERP revenue is a priority for the RTC. As you know, the TERP program includes several financial incentive and assistance programs that help offset the cost associated with reducing nitrogen oxide (NOx) emissions from high-emitting, heavy-duty engines used in on-road, non-road, locomotive, and stationary emission sources. Minimizing NOx emissions is critical as ten counties in the DFW region have been designated nonattainment for the eight-hour ozone standard by the Environmental Protection Agency (EPA).

The 85th Texas Legislature extended the TERP program authorization to the end of the biennium in which Texas attains national ambient air quality standards for ground-level ozone, but program fees are set to expire at the end of Fiscal Year 2019. As TERP continues to be a cost-effective way to reduce emissions in North Texas, the RTC supports extending TERP funding to improve air quality throughout Texas.

If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a white background.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



May 1, 2019

Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

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MAY 06 2019
TRANSPORTATION

Dear Mr. Morris,

Proposed Commuter Service & Funding Request

DCTA staff has identified a proposed east-west commuter bus service along the Sam Rayburn Tollway (SRT) to support the extraordinary growth of Denton and Collin counties, connecting the Old Town Station in Lewisville to McKinney. Proposed Route 70 (map attached) would stop at high-density locations predominately along the SRT corridor. The service could also travel north to the Frisco North Platinum Corridor along the Dallas North Tollway (DNT) to capture the high-density developments of Hall Park, the Star, and others. In addition to the spine commuter service, transit hubs would be strategically located to provide innovative first/last mile connectivity between the commuter bus stops and employment and entertainment centers.

The 3-year project funding request includes purchasing four "over-the-road" coach buses, or similar, equipped with comfort seats, SWIFTLY technology, and other amenities; one spare vehicle; construction of two park-n-rides along the Sam Rayburn Tollway and possibly the Dallas North Tollway; and marketing and outreach. DCTA is requesting the North Central Texas Council of Governments (NCTCOG) allocate \$11,400,075 to fully fund the initial set-up and capital investment and first 3 years of operation of the Route 70 Commuter Bus Service. The first/last mile transit hubs would be funded separately through partnerships with the cities and developments along the corridor. In addition, DCTA will leverage the agency's Mobility-as-a-Service contracted providers to ensure the most efficient and innovative first/last mile solutions are deployed.

SRT and DNT Corridor Growth and Mobility Challenges

Due to the location and lack of affordable housing near the SRT and DNT corridors, there is a disconnect in employee retention and recruitment efforts. Businesses must recruit from south Dallas, Lewisville, Denton, and other areas to find low-wage shift workers to fill the available retail, entertainment, and hospitality-oriented positions. Transportation is a critical component to retaining workers and providing access to quality jobs. Though employers may be able to recruit successfully in theory, unless the prospective employees have reliable transportation alternatives, the jobs will remain unfilled or see high rates of attrition. Connecting Denton and Collin counties, as proposed, would help mitigate these very real challenges.

DCTA hosted two transportation forums in November 2018 to seek input from public and private stakeholders, including businesses, developers, cities, and chambers of commerce within the



SRT corridor, to learn more about their distinct employment and transportation needs. Housing, workforce development, and low-wage employment/high turnover rates were identified as critical challenges businesses and public entities are facing. A well-defined commuter service connecting lower-household income areas to high-density employment centers would help mitigate these challenges. The forums further allowed DCTA to assess the public and private stakeholder preferences as it related to the proposed commuter bus route and potential stops and transit hubs that would provide first/last mile solutions.

Regional Applicability

This effort would help support Access North Texas by improving access to work and supporting Regional Strategy 7, Collin Strategies 4 and 5, and Denton Strategy 12. In doing so, the project would entail coordination with Workforce Solutions of North Texas, Dallas Area Rapid Transit, transportation network companies, micro-transit providers, and other innovative mobility providers. Mobility 2045 goals would also be met by expanding mobility options, leveraging technology-based solutions and shared mobility, and enhancing the regional network. Route 70 would improve the transit rider experience through technology, reduce emissions and single-occupancy vehicle congestion, and improve the effectiveness of the regional transit system.

We look forward to developing regional solutions with our partners to solve acute and long-term mobility challenges in North Texas and thank the NCTCOG's continued commitment to leveraging existing resources to assist in these efforts.

Sincerely,

Raymond Suarez
Chief Executive Officer

Cc: Shannon Stevenson, Program Manager, Transit Operations

Enclosures: 1. Mobility/Workforce Concerns of Select Stakeholders
2. Proposed Route 70 Map



Enclosure 1

Concerns, as quoted by representatives of the respective developments along the SRT Corridor in a federal grant application which DCTA was not awarded, are noted below to further explain the very real need for mobility options that go beyond standard single-occupancy vehicles.

Grandscape/Nebraska Furniture Mart

The lack of a reliable public transit option along the Tollway has partially hindered our ability to secure workers. During certain times over the past year, we have had to offer \$100 bonuses to our customer pick up employees, to show up to their regularly scheduled weekend shifts so they can achieve their pick-up time goals. Additionally, in certain months, we have spent in excess of \$80,000 in radio ads to attract material handling employees. We have also increased pay rates by between \$1 and \$2 per hour over the past year for warehouse positions in an attempt to attract more and better applicants.

Legacy Area Management Association

The Legacy Business Area, including Toyota USA, Liberty Mutual Insurance, Gaedeke, JP Morgan Chase, entertainment venues of Legacy West, Capital One, Children's Medical Center, the Village at SH 121 mixed use development, and Granite Business Park, is experiencing tremendous growth, which is anticipated to continue until the area is ultimately built out within the next 10 years. According to the NCTCOG, employment in the LBA is projected to grow by nearly 60% by 2027 and nearly double by 2040. The study mentioned found clear indications that the peak hour traffic congestion within the LBA will increase steadily as the area approaches build-out, and that demand will increase to a point where infrastructure improvements alone will not be able to provide the capacity needed for efficient operation.

The Colony

The Colony is growing exponentially, including Grandscape, a 400+ acre development in the heart of the City with over 3 million square feet of retail, entertainment, dining, residential, office space, parks, and attractions. To increase workforces support, we need efficient public transportation. The Sam Rayburn Tollway bisects our City, which has been a major source for our unprecedented growth. [Service along the SRT] will allow workers from the region to commute to The Colony for jobs, and also allow Colony residents to commute to work outside of their home town. The impact will be reduced cars on the roads, less traffic congestion, more options for our residents, and new support for our growing commercial and hospitality industries.

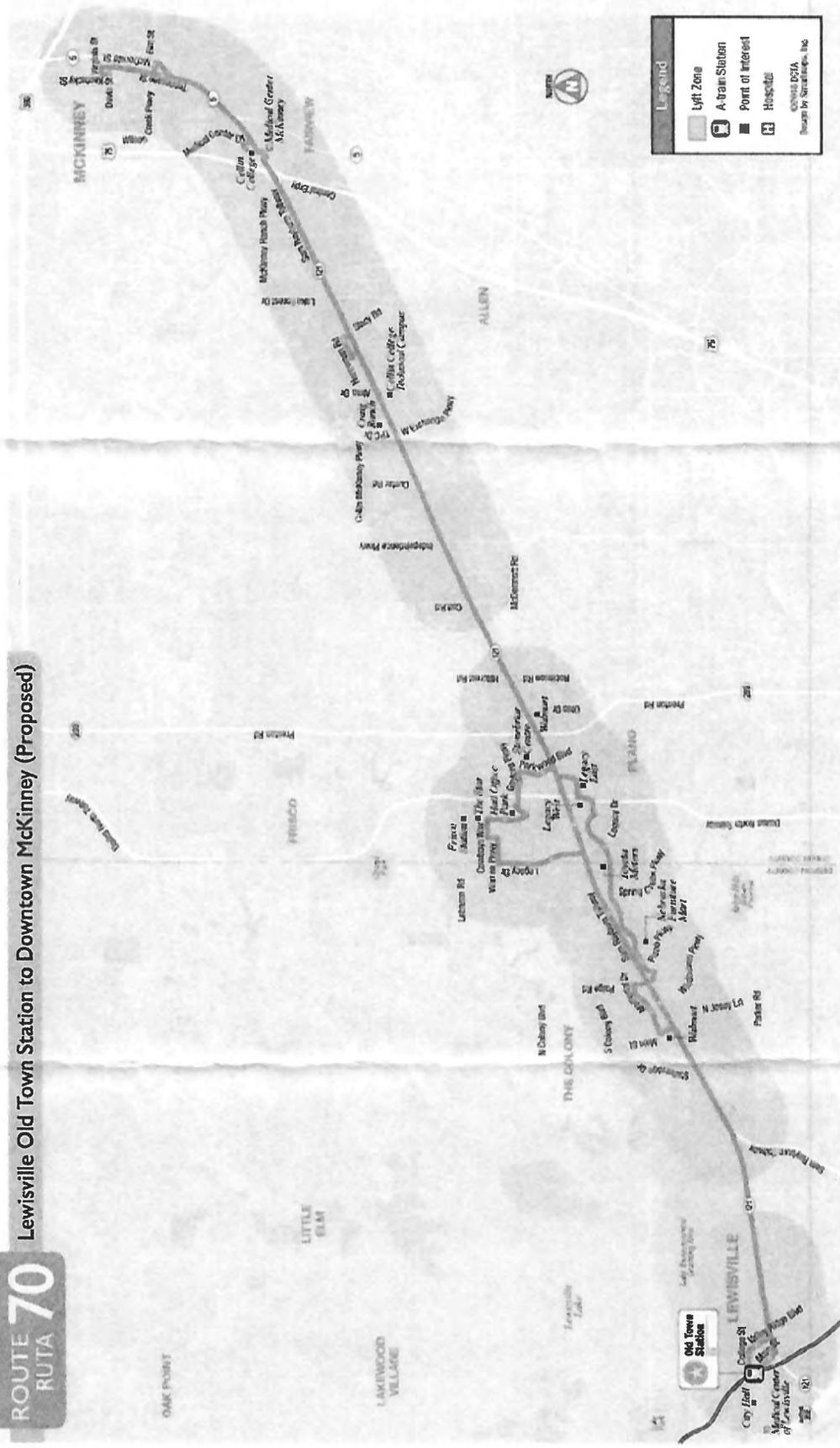
Universities

UNT and TWU have both noted that their students would benefit greatly from the service, through DCTA transit connections in Denton and Lewisville, allowing them to access more employment opportunities in the retail, restaurant, and hotel industries that are simply not options to them without adequate transportation infrastructure in place.

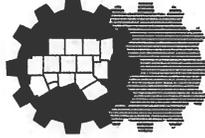
Enclosure 2

ROUTE 70
RUTA

Lewisville Old Town Station to Downtown McKinney (Proposed)



Note: The term in the Legend "Lyft Zone" is intended to refer to micro-transit and other technology-based mobility solutions, including TNCs.



North Central Texas Council Of Governments

May 1, 2019

The Honorable Robert Nichols
Chair, Senate Committee on Transportation
Texas Senate
P.O. Box 12068
Capitol Station
Austin, TX 78711

Dear Chair Nichols:

I have asked my staff to review Senate Bill 1299 by Senator Beverly Powell related to certain lease or financing arrangements (i.e., public-private partnerships) of regional transit authorities under Chapter 452 of the Transportation Code, specifically additional authority for the Fort Worth Transportation Authority (FWTA). We were contacted by the FWTA.

Currently, under Section 452.108(c), the Dallas Area Rapid Transit (DART) has authority to enter into a public-private partnership agreement secured, in whole or in part, by assets of DART. If the financial arrangement is longer than five years, voter approval is required in the same manner as if DART were issuing bonds or notes. If less than five years, voter approval is not required.

I was told you may have a concern on this bill. If you are concerned about the financial risk associated with a transit authority with a one cent versus a one-half cent local sales tax, a potential compromise may be to require FWTA to seek voter approval for such arrangements longer than three years. If financial risk is not the area of your concern, Senate Bill 1299 proposes to provide the exact same authority for the FWTA that DART currently has for public-private partnerships.

If you have questions or would like to discuss further, please contact me at 817-695-9240.

Sincerely,

Michael Morris, P.E.
Director of Transportation

KK:al

cc: The Honorable Beverly Powell, Texas Senate
Mr. Scott Mahaffey, Chairman, Fort Worth Transportation Authority

Don't overlook freight-related emissions in your climate action plans

- Written by Chris Klaus
- 17th April 2019

Day in and day out, trucks deliver all kinds of goods to offices, retail stores, warehouses, and homes. Their activity touches issues that are essential to the livability and economy of America's communities, including clean air and the efficient movement of people, vehicles, and cargo.

Most municipal and regional climate initiatives focus on passenger cars and public transit. But a bigger emphasis on freight movement—which accounts for 50% of all oxides of nitrogen (NOx) emissions in the U.S. and 20% of all particulate matter (PM) emissions—could help governments meet their climate action plan goals and regions reach attainment of federal ozone standards more effectively.

Fortunately, no one has to figure out how to do it on their own.

The SmartWay Transport Partnership is a public-private initiative developed by the U.S. Environmental Protection Agency to help freight shippers and truck fleets measure and manage their environmental performance. With more than 3,700 businesses in the program, these organizations use SmartWay data to make better decisions about air quality, fuel consumption, and the effectiveness of their sustainability initiatives.

If you are developing a climate action plan or need to comply with federal ozone standards, SmartWay offers several ideas that can help:

1) Include freight transportation in your climate action and criteria pollutant plans

Local and regional governments are in a prime position to encourage the efficient movement of goods while reducing emissions and increasing collaboration with private industry.

Since its introduction in 2004, SmartWay has helped its partners save 215.4 million barrels of oil—equivalent to eliminating annual electricity use in over 14 million homes—and avoid emitting 103 million tons of pollutants into the air. The program helps truck fleets and shippers assess a range of sustainable freight-transportation practices, including anti-idling technology; aerodynamic devices; cleaner-burning engines; fuel-efficient driving practices; intermodal freight strategies; and vehicle routing that reduces congestion.

Incorporating these initiatives and others into your climate strategy can make it more comprehensive and effective.

2) Identify local businesses that are committed to sustainable freight movement

SmartWay can help you identify truck fleets, rail carriers, and other businesses in your community that are committed to sustainable freight transportation.

SmartWay is a voluntary program, so networking and public recognition are important benefits for companies that participate. Your outreach and collaboration with SmartWay Partners are clear signals that your organization acknowledges and values their commitment to the environment and public health.

And if you do have freight to move, as most state and local governments do, encouraging the use of SmartWay Partner carriers can be both a procurement strategy and a part of your climate action and criteria pollutant plans.

3) Exchange ideas with like-minded policymakers

Organizations that do not ship or transport goods commercially can and do participate in SmartWay as SmartWay Affiliates.

Many local and regional government agencies belong to SmartWay, including the Denver Metro Clean Cities Coalition; Clean Air Minnesota; the North Central Texas Council of Governments; Greater Lansing Area Clean Cities; and the Mid-Atlantic Regional Air Management Association.

SmartWay Affiliates commit to educating their constituents about SmartWay and can use the program's resources to bring credibility to their own research and policymaking. SmartWay is a clearinghouse of information, including webinars, technology bulletins, partner profiles, and case studies that can help you develop goals and targets to reduce greenhouse gas emissions.

SmartWay can serve as a model for how you work with market-based programs for other industries, like the Regional Greenhouse Gas Initiative, which is focused on reducing emissions from the electricity sector.

Freight transportation is a topic that few people outside the industry think about or understand. Yet with a stronger economy and the rise of e-commerce, where the delivery of goods goes straight to the customer's door, it's a good time to refine your approach to congestion, idling vehicles, and other environmental concerns.

Participation in SmartWay can help you demonstrate leadership in your community and elevate freight-related emissions as a priority.

Chris Klaus is a senior program manager for the North Central Texas Council of Governments. He manages the department's Air Quality Planning and Operations activities.

<https://www.americancityandcounty.com/2019/04/17/dont-overlook-freight-related-emissions-in-your-climate-action-plans/>

How California's high-speed rail project was 'captured' by costly consultants

When California shifted its bullet train plan into high gear in 2008, it had just 10 employees to manage and oversee design of the largest public construction project in state history.

RALPH VARTABEDIAN

APRIL 30, 2019

LOS ANGELES TIMES

April 26-- Apr. 26--When California shifted its bullet train plan into high gear in 2008, it had just 10 employees to manage and oversee design of the largest public construction project in state history.

Consultants assured the state there was little reason to hire hundreds or thousands of in-house engineers and rail experts, because the consultants could handle the heavy work themselves and save California money. It would take them only 12 years to bore under mountains, bridge rivers and build 520 miles of rail bed -- all at a cost of just \$33 billion.

State officials followed that advice, and for the next several years, development of the nation's first high-speed rail line was overseen by a minuscule government staff.

Now, more than a decade later, that decision has proved to be a foundational error in the project's execution -- a miscalculation that has resulted in the California High-Speed Rail Authority being overly reliant on a network of high-cost consultants who have consistently underestimated the difficulty of the task.

Today, these consultants manage nearly every aspect of the job: They direct day-to-day construction work in the Central Valley and negotiate with farmers to buy land. They assess the geological conditions in the San Gabriel Mountains and estimate how many people will ride the future system. They produce tens of thousands of pages of reports and attend community meetings. They even oversee other consultants.

But significant portions of this work have been flawed or mismanaged, according to records reviewed by The Times and interviews with dozens of people involved in the project. Despite repeated warnings since 2010 about weaknesses in its staffing, the rail authority believed it could reduce overall costs by relying on consultants and avoiding a large permanent workforce. But that strategy has failed to keep project costs from

soaring. Ten years after voters approved it, the project is \$44 billion over budget and 13 years behind schedule.

A reckoning may be coming very soon, however.

Gov. Gavin Newsom recently told *The Times* that he would be taking aim at the consultants when the rail authority sends a major project update to the Legislature on May 1, including a detailed plan on building a partial operating system from Bakersfield to Merced for \$16 billion to \$18 billion.

"I'm getting rid of a lot of consultants," Newsom said. "How did we get away with this?"

But actually reducing the role of consultants will be problematic because they have become cemented into place.

When state rail authority employees go to their Sacramento headquarters, they work in offices rented by a consultant. When they turn on their computers, much of their data is stored on servers owned by consultants. The software they use to help manage the project is the property of a consultant.

The rail authority's consultants are hardly household names, but they are politically powerful and made major contributions to support the 2008 political campaign for the bullet train bond. They have staffed their ranks with former high-level bureaucrats, and their former executives have occupied key government posts.

They include such firms as WSP, Project Finance Advisory, Cambridge Systematics, Arup, T.Y. Lin, HNTB, PGH Wong Engineering, Harris & Associates, Arcadis, STV, Sener Engineering and Systems, Parsons Transportation and many others.

To be sure, consultants are a routine part of many state construction projects. In California, however, high-speed rail is in a league of its own when it comes to reliance on outside staffing.

Experts in high-speed rail and mega-projects in general say it is crucial to have a balance between outside help and a strong government staff that can make independent judgments about the advice it is getting.

"If you depend on consultants to know what you are doing, then you are in real trouble," said Bent Flyvbjerg, an Oxford University professor who has studied high-speed rail projects around the world. "A good balance is where the owner is not outsourcing all the knowledge. A bad balance guarantees a bad outcome."

Brian Kelly, chief executive of the rail authority, acknowledges that "the balance needs to be remedied."

The consultants, he said, share in the responsibility for the problems, but "it is the [rail] authority that brought in the consultants and is ultimately responsible to the public."

WSP, a Montreal-based international engineering firm, leads the state's main consulting operation, Rail Delivery Partner.

Formerly known as Parsons Brinckerhoff, WSP has been involved in many giant engineering works, some of which won awards and others that went far over budget and past deadline, including Boston's troubled Big Dig, the Honolulu light rail project and a transit system in St. Louis.

It is WSP that holds the lease on much of the office space at rail authority headquarters, supplies proprietary software that the authority uses and provides servers that store the project's data. The firm also helps oversee three other consulting ventures that monitor construction teams -- Wong-Harris for the Fresno area, Arcadis for Kings County and HNTB for Tulare County. (Each of those three consultants have teams of subconsultants who work under them.)

In 2008, WSP developed the estimate that the Los Angeles-to-San Francisco line would cost \$33 billion and take 12 years to build. In the same year, voters approved a \$9-billion bond that was supposed to fund one-third of the project.

"We listened to their estimates," said Quentin Kopp, who was chairman of the rail board in 2008 but has since become an ardent critic. "They were clearly wrong."

Given the enormity of building a 520-mile rail system, the 10-member rail authority team that existed in the early years amounted to a "cheer squad," Kopp said.

WSP has stayed on the job for about a quarter of a century. It was given a new \$700-million contract in 2015, despite warning signs that the project was headed for major cost overruns and had encountered serious delays.

Gregory Kelly, CEO of WSP USA, a New York City-based unit of the firm, defends the company's role in the project and says it brings world-class engineering, project management and environmental know-how that the state could not possibly duplicate. It would be "wildly inefficient for the state to staff up" to replace the role of consultants, he said in an interview in Los Angeles.

As for the problems, Kelly acknowledges some responsibility. "I am not here to say the client was wrong and we have no involvement," Kelly said. "We are all part of the team."

WSP alone has about 470 employees on the project, and many hundreds of other consultants are spread out at offices across Sacramento, Fresno and San Francisco.

By comparison, the rail authority now has 180 employees, but it has more than 40 vacant positions and is actually smaller than a year ago, according to a March financial report. Kelly, the rail authority CEO, said the vacancy rate is higher than he would like.

"Candidly, we have some difficulty bringing people in when it is unclear what the future of the project is," he said. "That's a real challenge we have to deal with."

Other state agencies that build infrastructure and manage technical regulations employ far more staffers. The California Department of Transportation alone said it has a staff of more than 7,000 engineers. The Department of Water Resources, which builds and maintains dams, said it has 1,519 engineers, scientists and technicians on its staff. The Air Resources Board has nearly 1,000.

Professional Engineers in California Government, a union that has 13,000 engineers at state agencies, has long argued that the rail authority is making a grave error by relying so heavily on outside consultants.

"They became a consultant-captured organization," said Ted Toppin, executive director of the union. "This is an entity run entirely by engineering consultants for engineering consultants."

Toppin provided state budget documents from 2010 that showed the rail authority's contracts with consultants averaged \$427,000 per engineer, compared with the rail authority's state in-house costs of \$131,000 per engineer. The counterargument made by consultants is that those numbers do not reflect differences in efficiency or quality of work.

State Auditor Elaine Howle released a scathing assessment of the project in November, citing the role of consultants 81 times. Consultants, the audit said, "may not always have the state's best interests as their primary motivation."

Howle and others say it hasn't helped matters that the rail authority still relies on consultants to manage and oversee other consultants -- an arrangement that has resulted in the appearance of a conflict of interest in at least one case and poor oversight of project work in general.

The rail authority, she said, has become dependent on WSP staff to fill jobs in its contract management and support offices, which have "performed only weak and inconsistent oversight" of the project work.

The audit examined nine sample contracts and found "significant problems" in reviewing invoices and documenting that work had actually been completed. In one example, the rail authority staffed a new office intended to improve contract management with seven consultants.

WSP executives said it was a "stretch" to allege that any problems they caused were responsible for billions of dollars in cost increases.

Several rail authority employees said in interviews that the audit correctly identified the confused relationship between state employees and consultants. In some cases, they said, state employees report to consultants, rather than the other way around.

"The underlying problem is that you have an organization that is broken," said one manager at the rail authority who was not authorized to talk to the news media and requested anonymity. "You have managers brought in as promotions by their friends. They haven't defined who does what."

In some instances, the consultants have provided flawed advice, as well.

At one time, Cambridge Systematics, the consultant that developed ridership models, estimated that more than 90 million people would ride the trains every year, based on an overly optimistic assumption that 90% of motorists along the route would switch to trains, said David Brownstone, a UC Irvine economics professor who reviewed the work of consultants that provided ridership estimates.

"Once we pointed out all the problems, they lowered it to 25 million and characterized it as a minor change," he said. "Calling that a minor adjustment was a flat-out lie. The mistakes were obvious and crude."

In Brownstone's opinion, the rail authority didn't question the calculations because high ridership estimates supported its revenue projections.

"Some of these consultants will tell you whatever you want to hear for a fee," Brownstone said.

Cambridge Systematics declined to comment.

It is also the consultants who write the project's environmental impact statements and reports, among the most voluminous undertakings in the history of environmental regulation in California. The body of work includes dozens of reports covering 11 geographic sectors, nine years of business plans and numerous ridership studies.

A Times data analysis of the reports completed so far, involving more than 3,000 environmental statements, business documents and other reports, found they contained 152,000 pages that consultants largely generated. The Times could not locate anybody who claimed to have read all of the documents.

The consultants, however, have played a key role in the political success of the project. Along with labor unions, consultants helped fund the campaign for the \$9-billion bond that is paying everybody's salaries, including their own.

Engineering and construction firms contributed \$837,000 to the bond campaign, second only to the \$1.6 million spent by various unions, according to a Times review of campaign filings. WSP put \$107,000 into the campaign. There was no organized opposition to the bond measure. It passed with 52.7% support, but its popularity has dropped in public opinion polls ever since.

The consultants continue to provide political muscle for the project. A revolving door provides lucrative job opportunities for state and federal officials to enter higher-paying private jobs.

The rail authority in May 2012 hired as its chief executive Jeff Morales, who had worked at WSP since 2004. Morales took a hiatus from WSP to work on President Obama's transition team for the Department of Transportation, giving him key access to the administration's future rail policies.

At the time he was hired by the rail authority, some legislators were worried about the potential conflicts of interest that Morales could bring, but rail authority Chairman Dan Richard said his board was "deeply impressed by his extensive experience in large and complex transportation issues and projects."

Trump, Democrats agree to pursue infrastructure plan

BY DAVID LIGHTMAN dlightman@mcclatchydc.com

WASHINGTON

Senate Democrats emerged from the White House on Tuesday with one message: if President Donald Trump wants \$2 trillion in infrastructure improvements, he'll need to raise taxes on the rich and corporations before relying on a higher gas tax.

"My view is that the pay-fors should not fall on the backs of middle class and working people," Senate Minority Leader Chuck Schumer said after the meeting.

Trump and Democratic congressional leaders met on Tuesday for 90 minutes and agreed to pursue a \$2 trillion plan to improve the nation's roads, bridges and other infrastructure. They plan to meet again in three weeks, "at which time we will hear the president's ideas for how he would pay for such a package," said a joint statement from House Speaker Nancy Pelosi and Schumer.

A gasoline tax hike is considered by many experts as among the best ways of paying for the package. Administration officials have not ruled out supporting the first increase in the tax since 1993.

But Schumer, a New York Democrat, wants to see the wealthy helping to pay for the infrastructure improvements.

Sen. Ron Wyden of Oregon, top Democrat on the tax-writing Senate Finance Committee, had similar views. While no specific funding mechanisms were apparently discussed at length in the White House, Wyden said he made the point that any funding needs to be fair.

He said he had recently held four town meetings in rural Oregon counties where Trump won in 2016 and found "people are really concerned about fairness."

While Wyden did not bring up the gas tax, he said he made the point that "If it comes out that the people who got all the tax relief last time basically go untouched, but the working person, the guy who needs to get to work and needs to run errands, is going to have another financial hit, I don't think it'll pass the fairness test I hear people talking about."

Even if the 18.4 cents a gallon gasoline tax and 24.4 cents a gallon diesel fuel tax went up 15 cents a gallon and was indexed to inflation, it would likely provide only a small percentage

of a \$2 trillion infrastructure plan – Congress’ Joint Committee on Taxation staff estimated that would increase revenue by about \$237 billion over the next 10 years.

While Schumer did not offer specifics Tuesday, Senate Democrats last year unveiled a multipart plan that includes restoring the top income tax rate to 39.6 percent. The GOP’s 2017 tax cut legislation cut that rate to 37 percent. Democrats also wanted to restore the previous requirements for paying the estate tax and the pre-2017 requirements for paying the alternative minimum tax. They would also set the corporate tax rate, now 21 percent, at 25 percent.

None of these rollbacks are likely to go anywhere in the Senate, where Republicans control 53 of the 100 seats. Senate Majority Leader Mitch McConnell of Kentucky called the idea of scaling back the 2017 tax cuts “a non-starter.”

In the House, where Democrats have a majority, liberals tend to like the idea of combining a gas tax increase with a more progressive tax code. But they also see political trouble.

Rep. Raul Grijalva of Arizona, a leading House Democratic progressive voice, likes the idea, saying, “It would tax those who don’t pay their fair share.” But asked if many Democrats would vote to increase taxes, he said, “Probably not.”

Waco will become a hub of I-35 construction

BY Gordon Dickson

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FORT WORTH

Here we go again.

Dallas-Fort Worth drivers who wish to travel to Austin should prepare for construction delays again on Interstate 35 in Waco. This time, the road work is expected to last five years, through May 2024.

A \$340 million-plus project on a four-mile section of the I-35 main lanes in the heart of Chip and Joanna Gaines' hometown began this week.

For seasoned Texas motorists, particularly those who drive frequently from North Texas to the state capital, it can be difficult to remember a time when I-35 wasn't under construction in West, Waco, Temple and many points between. Portions of the corridor, often considered the economic backbone of Texas, have been under construction for nearly 10 years.

The congestion related to the orange barrels often adds an hour or more to the 200-mile drive from Fort Worth to Austin, which under ideal conditions should take only about three hours. Traffic on days when there is a major wreck on the freeway — or a football game at Baylor, whose McLane Stadium is right up on the highway — can be even worse.

But a Texas Department of Transportation spokesman says this particular part of Waco features highways that are decades overdue for a makeover.

"This section that is being replaced in Waco was from the 1960s era," said Ken Roberts, an agency spokesman based in Waco. "The infrastructure itself is deteriorating and we need to reconstruct it, (including) the bridges and capacity on frontage roads."

AVOID TRAFFIC

The northern boundary of the road work is Loop 340, and drivers who want to steer around the congestion can take that loop around the eastern side of Waco.

The southern boundary of the road work is 12th Street, which is smack in the middle of Waco.

In between lies downtown Waco's Magnolia area, as well as Baylor University. Those places and many other local attractions will be harder to reach during the next five years.

The work got underway on Monday, and at least in the initial hours the traffic congestion has been minimal, Roberts said.

The goal of the project includes expanding I-35 to four lanes in each direction (up from three lanes today) and modernizing frontage roads and ramps.

During at least part of the construction, traffic will be reduced to just two lanes in each direction. Some re-striping has already taken place, in preparation for moving two lanes of southbound traffic to the northbound side of the road.

GET UPDATES

Residents who wish to receive project updates can sign up by emailing MY35Waco@txdot.gov, calling (254) 313-WACO (9226) or following the transportation department on Twitter at @TxDOTWacoPIO.

Contractor dispute threatens to delay Panther Island bridge work

BY KALEY JOHNSON AND LUKE RANKER kjohnson@star-telegram.com
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FORT WORTH

Work on the Panther Island bridges, already more than a year behind schedule, might slow again because of a dispute between the contractor and the city, county and Tarrant Regional Water District.

Sterling Construction Co. has been working on the three bridges since 2015 as part of the \$1.17 billion flood-control project near downtown Fort Worth. The bridges will connect the future Panther Island to downtown via White Settlement Road, North Main Street and Henderson Street. Once they're completed, the Army Corps of Engineers will dig a bypass channel, designed to provide flood protection and create an 800-acre island in the process.

The Texas Department of Transportation is overseeing the \$69 million bridge project. The city provided \$25 million while the state and federal governments funded the rest.

Sterling's lawyer, Frank Hill of Arlington, said Wednesday he was drafting a letter to Fort Worth officials asking for assurance that his clients will be paid within a reasonable amount of time. Hill said he believes that the city has told TxDOT to withhold payments, and the Tarrant Regional Water District, the city of Fort Worth and Tarrant County owe the contractor at least \$10 million. Work may stop if the issue isn't resolved, he said.

"If we don't get this worked out now, we're going to pursue some other remedy," Hill said. "We're at a point that something must be done."

Val Lopez, a TxDOT spokesman, said in an email that the "contractor has been paid for all work performed; no money has been withheld."

The Panther Island project has been mired with problems, including a lack of federal funding and a design complication that has delayed construction of the bridges, which at one time were expected to be open by 2017.

The bridges feature a unique V-pier design. Each of the 20 piers is slightly different, making them time consuming to construct. All eight on the White Settlement Road bridge are finished and work is being done to build the road deck. Three V-piers have been poured on Henderson and all four are done for North Main, where crews should soon begin working on the deck, Lopez said.

Building the bridges over dry land was believed to save time and money. The bridge project was delayed several years in part because TxDOT inspectors wanted to take a closer look at the design of the piers to ensure they were appropriate for holding the weight of the bridge. They're now expected to be finished between 2020 and 2021.

The Trinity River Vision Authority, the board created by the Tarrant Regional Water District to oversee the project, expected an update on the bridge schedule in April, but that was postponed. A May meeting has not been scheduled.

Last week, Mayor Betsy Price and Councilman Dennis Shingleton met with a group concerned about stalled businesses on White Settlement Road. With the street's connection to downtown severed and a lengthy detour in place, companies dependent on drive-by business have taken a hit, Shingleton said.

He suggested the focus should be on completing the White Settlement bridge first.

"Let's get White Settlement open because these guys are hurting," he said.

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Work begins on \$1B project at Valley View

Demolition kicks into gear at old mall, slated to take about 90 days

By STEVE BROWN

Real Estate Editor

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Construction kicked off Thursday on what builders say will be one of the biggest mixed-use urban projects in Dallas — a \$1 billion redevelopment of part of the old Valley View Mall.

The almost 25-acre project on LBJ Freeway will be constructed on the site of the old Sears department store and surrounding parking lots.

Almost 2 million square feet of offices, apartments, and retail and restaurant space are planned in the Park Heritage complex being built by New York-based Seritage Growth Properties, Dallas developer KDC and Toll Brothers, a Pennsylvania-based home and apartment builder.

The mixed-use development is the largest part of the planned redevelopment of the 173-acre Valley View property.

Seritage, which owns the vacant Sears store, is one of three owners of the mall site at LBJ and Montfort Road in Far North Dallas.

Demolition and cleanup of the site will take about 90 days. Planning for the high-rise buildings to replace it is already underway.

“We’ve owned this property for a little over four years,” said Seritage executive vice president James Bry. “We are very excited about what we are planning to do here, making a very vibrant new community with a 3-acre park on our property alone.”

Dallas’ KDC is already pitching its planned office buildings to tenants.

“There has been a lot of tenant interest in the site,” said KDC CEO Steve Van Amburgh. “The office buildings with roughly 1.8 million square feet are up on LBJ. The rest of the residential and the mixed uses are behind there all intertwined along with the park.”

Dallas architect Omniplan has done master-planning for Park Heritage.

Toll Brothers Apartment Living will build several hundred rental units in the first phase of Park Heritage.

As the demolition starts on the Sears building, work is underway to knock down most of the vacant 1970s shopping mall.

The retail center redevelopment is the largest part of the proposed Dallas Midtown district, which will take up hundreds of acres between Preston Road and the Dallas Galleria with new construction.

EF Properties owns the former Macy’s department store property at Valley View and has razed that building.

And Beck Ventures, which owns the central portion of the mall and other sections, is busy tearing down the empty J.C. Penney and Dillard's department stores.

Work on the mall project restarted recently after months of delays brought about by legal disputes between the property owners and disagreements with the city.

"The Dillard's building is completely gutted and will start physically coming down in about three and a half weeks," Beck Ventures' Scott Beck said. "The auto dealership on Preston Road will start coming down soon. Sometime in the middle or end of the first quarter of next year, you will see buildings vertically rising on our property."

Beck said he has a deal with LifeTime Fitness to build a high-rise apartment project, fitness center and retail center on part of his site. "That facility will have the first LifeTime ultra luxury high-rise living, 18-story apartment building," he said.

Beck said he also has an agreement to build a new AMC theater.

Dallas Mayor Mike Rawlings was on hand for Thursday's construction start and said he's glad to see work started before he leaves office in about six weeks.

"For the city, this is an important project because of the ability that the neighborhood is going to have," Rawlings said. "We have an option to compete with suburbs in the north for business and mixed uses.

"It's a place that new companies are going to call home. They want urban options, and this is going to provide us more of that."

Twitter: @SteveBrownDMN

You can blame suburban zoning rules for your crushing commute

By Connor Harris, Dallas Morning News

The Dallas-Fort Worth region is one of the fastest-growing and most dynamic in the nation. From February 2018 to February 2019, North Texas added over 100,000 new jobs, more than any other metro area in the country except New York. The unemployment rate in North Texas is 3.6 percent, significantly below the 4.1 percent national average.

But this growth presents challenges. Land-use regulations in some established cities have pushed most of this growth out to the fringes of North Texas, in places like central and northern Collin and Denton counties, creating a serious transportation challenge. According to the consultancy INRIX, the average Dallas driver lost 76 hours every year to traffic congestion in 2018. And suburbs are developing in a way that leaves most people no choice but to drive everywhere — largely the result of regulations that require massive parking lots in every new development, making driving artificially cheap and walking unpleasant.

The result? North Texas workers are taking longer to travel to work, even as they travel shorter distances. From 2009 to 2017, the average distance that local workers commuted during rush hour fell by a mile, even as the average time they spent increased by three minutes. The frontier of new development in the metro area, in towns like Frisco and McKinney, is already well out of commuting distance for downtown Dallas, guaranteeing that a large amount of economic growth will be in suburban areas instead.

These trends are worrying for the future of North Texas economic mobility. They could prove especially bad for working- and middle-class families priced out of suburban areas. In Collin County, the median house price has increased by two-thirds in just eight years, from \$195,000 in February 2011 to \$325,000 in February 2019, according to the Texas A&M Real Estate Center. The median price in Denton County has increased almost as much, from \$185,000 to \$302,000.

Even more stark is the disappearance of homes affordable for families on working-class incomes. In 2011, 51 percent of the houses sold in Collin County, and 57 percent in Denton County, cost less than \$200,000. By 2018, those numbers were down to 5 and 7 percent, respectively. One reason for this? Very few areas allow new apartments.

In Plano, for example, the zoning code allows multifamily development on only 6.1 percent of its land area. Plano is actually generous by the standards of other suburbs. Garland devotes only 4.4 percent of its land area to multifamily housing; Frisco, 1.7 percent; in Flower Mound, a mere 0.3 percent. As housing economists everywhere recognize, restricting the supply of new housing makes it more expensive for everyone.

To ensure that North Texas suburban residents can still afford to live close to work on a working-class salary, they should start by encouraging more construction of apartments. One obvious place to look? DART stations. Much of the land around the expensive and underused light-rail system is wasted on low-value uses such as distribution centers and auto repair shops.

Redeveloping a small fraction of that land with apartments could create tens of thousands of homes with easy commutes into central Dallas via DART. Private bus companies might even find it plausible to set up express routes between these new apartment clusters and suburban

job centers, similar to tech companies' shuttles in the Bay Area, thus further alleviating demand on the freeway network.

Housing prices will never moderate, though, unless suburban municipalities take a fresh look at their public policies. Zoning codes typically prohibit residential development in industrial and commercial zones, for example. Parking minimums, furthermore, require businesses to provide parking lots that can be several times larger than the stores they serve, as well as large amounts of parking — often two spaces per dwelling unit — in residential zones. The amount of land on which any residential development denser than single-family is prohibited, moreover, is almost certainly excessive.

As Dallas suburbs become proper cities, they need to reconsider these policies to avoid becoming victims of their own success.

<https://www.dallasnews.com/opinion/commentary/2019/05/05/can-blame-suburban-zoning-rules-crushing-commute>

Here's your first look at TxDOT's decision on best option for U.S. 380 revamp in Collin County

By Sharon Grigsby, Dallas Morning News

The Texas Department of Transportation on Monday unveiled its map to revamp U.S. Highway 380 through Collin County — a milestone in attempts to end the years-long traffic jam on 33 inadequate miles of roadway.

But from what I saw on Monday — and from the rancor I've heard over recent months — don't expect this plan to ease the nasty gridlock of public opinion.

The recommended alignment would widen the existing Highway 380 from the Denton County line to Coit Road then incorporate three bypasses off the existing roadway. One will go east of Prosper to west McKinney. Another bypass will run north of Princeton. And the third will be routed south of Farmersville.

The state also plans to expand the existing highway in two sections east of McKinney -- between the county seat and Princeton and between Princeton and Farmersville.

The long debate over the future of the highway, one of the few east-west routes in fast-growing Collin and Denton counties, has divided cities against each other and stressed out residents and businesses. Along the way, TxDOT has vetted almost 15,000 public comments —many of them focused on where to widen the road and where bypasses are needed.

TxDOT, which will detail its preferred realignment during a series of community meetings this week, will now take its cues for any possible changes to the route from environmental reports and other technical evaluations. Barring some unforeseen development, TxDOT will now only tweak, rather than overhaul, the proposal.

That means that while the shouting is far from over, push-back from the public or municipal leaders almost certainly won't make much difference.

The planners had a difficult road to get to this point. No one is prone to sympathy for monolithic state agencies, but I do feel a bit of TxDOT's pain after following this project for almost a year. Spend even a little time on U.S. 380 or visit with residents of McKinney and Prosper, where the stakes — and tensions — are highest, and you'll get a sense of the competing interests and the sheer size of the opposing sides.

Everyone wants a better east-west route, but — no surprise here — only if that new concrete doesn't disturb their lives or livelihood.

While TxDOT doesn't talk "winners and losers," the many Prosper residents who wanted to see the existing highway widened between their city and McKinney likely will be among the most unhappy with TxDOT's bypass decision.

In contrast, Raytheon, one of McKinney's largest employers, must be breathing a sigh of relief that Highway 380 won't be expanded at the front of its campus. Because so many of its contracts require national security clearance, any disruption to the property would mean a redo on scores of contracts.

But residents pulling for the bypass options also will be glad to see that TxDOT went with a plan that leaves ManeGait Therapeutic Horsemanship untouched. Public comment helped identify this nonprofit as an operation whose vulnerable clients — children and military veterans — would be shaken by a move.

Given the congested mess that Highway 380 has become — with development multiplying the local population and strangling the too-small-for-too-long roadway — no plan could possibly please everyone. TxDOT's best way forward was to come up with sturdy engineering decisions that, segment by segment, disrupted the fewest possible people and properties.

TxDOT spokeswoman Michelle Raglon said it's no surprise that not everyone agrees on the roadway's footprint, but "we're planning for future needs, not just today."

State highway planners emphasized during briefings with local leaders Monday that their aim is to reduce congestion not just on U.S. 380 but to ease gridlock on city streets and bigger roadways affected by the highway's traffic.

It doesn't take a transportation expert to see how the Highway 380 breakdown came about: As the development march began years ago, you have to wonder why in the world these cities and counties didn't enforce setbacks to prepare for growth that clearly would only mushroom.

It's common sense that cities grow around highways. But not all local governments are proactive in protecting road corridors.

Frisco, which always seems to think ahead, conserved land around both the Dallas North Tollway and U.S. 380. But only in 2016 did the Collin County Commissioners Court identify Highway 380 as a priority roadway project in need of TxDOT's study.

The Collin County piece of the Highway 380 overhaul affects eight cities and runs roughly from its intersection with the Dallas North Tollway in Frisco to east of Farmersville.

That's a lot of partners who have to play nice with each other to get this project done. Yet contention, not cooperation, has too often been the prevailing narrative, both with the cities themselves as well as residents and business owners.

Just weeks before TxDOT's planned route unveiling, McKinney took the go-it-alone approach and sent its own proposed alignment — with a new northern bypass proposal — to the North Central Council of Governments, which is another player in the deal.

Plodding along through all the city-against-city drama, TxDOT has spent the last year meeting with stakeholders and receiving expert evaluations to narrow its spaghetti-bowl's worth of options to five and then to two. After a detour through a few final tweaks this spring, the agency arrived at this week's decision.

Each segment of the final plan includes a comprehensive, if mind-numbing, evaluation matrix that takes into account cost, residential and business impact or displacement, traffic numbers, park parcels, regional congestion, watershed challenges and more.

But no traffic relief is in store anytime soon; dirt won't fly for six to 10 years.

Environmental studies, the next step in the process, will take one to two years to complete, others two to four. After those wrap up, design schematics are next. Then construction plans,

cost estimates and utilities coordination. Finally, phased construction. Completion of the total project could be 20 years away.

Collin County Commissioner Duncan Webb often tells other stakeholders that he's less concerned about which route prevails than he is that this road gets built sooner than later. Judging by the hyper-granular questions I heard other local leaders asking at TxDOT's Mesquite headquarters Monday, not everyone sees the big picture.

TxDOT and the cities need to make sure they get the details right. But let's just hope the state doesn't take its money and run to another project while Collin County bickers over a decision already made.

Upcoming community meetings

In addition to Monday night's meeting in McKinney, TxDOT plans two more public presentations:

6-8 p.m. Tuesday: Princeton High School, 1000 E. Princeton Dr., Princeton 75407.

6-8 p.m. Thursday: Rogers Middle School, 1001 Coit Road, Prosper, TX 75078.

<https://www.dallasnews.com/opinion/commentary/2019/05/06/first-look-txdots-plan-revamp-us-380-collin-county>

DCTA creates North Texas Mobility Corporation

By Sherelle Black, Community Impact

Denton County Transportation Authority is creating a local government corporation called the North Texas Mobility Corp., which will allow the agency to become a broker of services for cities' transportation needs.

DCTA CEO Raymond Suarez said the corporation will allow cities across North Texas to use DCTA's services without having to become a member city. Member cities are required to contribute a portion of their sales tax to DCTA.

Through the corporation, cities can use other funds to contract with DCTA to get transportation services.

This move also protects the funds of DCTA's three member cities—Lewisville, Denton and Highland Village—who dedicate a 1/2 cent sales tax.

"[NTMC] will allow us to take all those contracts and move them very cleanly to a nonprofit so we can separate the cost of the actual delivery of services from our member cities who are paying a full tax," Suarez said.

Suarez said the corporation will also solicit proposals from firms or contractor teams to provide mobility services. The idea is to match those services with member cities, contract cities and large employment centers.

"I think this has the ability to really change the way people think about transit as a region," Suarez said.

Using this structure, there will be more than 20 different mobility providers pre-approved and able to compete for contracts with cities.

The mobility providers range from bike share companies to autonomous vehicle providers.

"We can use these providers and have them sit down with a small city or an up-and-coming city that needs transportation, and we can customize their needs through North Texas Mobility Corp.," he said.

Suarez said the corporation has some of the fundamentals of a private sector but is set up as a nonprofit.

"It's not a transit authority, but it has some of the rights and protections of a transit authority," he said. "And the Corp. may or can allow these cities [that are under contract] to have a board seat on North Texas Mobility Corp. So it has been formed by DCTA, but the membership can change over time to allow other cities to join it."

Suarez said it is important to note the name of the corporation does not include Denton or Collin. That was done intentionally, he said.

"We really want to be a broker of services for all of the region and provide transit services to cities who may want contract services but can't afford to pay a sales tax like our member cities," he said.

<https://communityimpact.com/dallas-fort-worth/transportation/2019/05/08/dcta-creates-north-texas-mobility-corporation/>

Need a ride to work? This service will connect you to TEXRail

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Job hunters in Fort Worth will soon have an easier time connecting with the more than 18,000 positions in Mercantile Center.

The Fort Worth city council Tuesday committed \$500,000 to an on-demand ride share pilot program with Trinity Metro designed to connect TEXRail riders with employers in the Mercantile Center distribution/office park area. Beginning between July and August, riders of either TEXRail or the bus can get off at the Mercantile stop and use a smart phone app to hail a Via car to take them to work.

Trinity Metro has dubbed the on-demand system ZIPZONE and rides will initially cost \$3, plus the \$2.50 train ticket. Bob Baulsir, metro president, said possible private funding may cut that cost to \$1 per ride. The city's money, plus another \$500,000 from Trinity Metro, will fund the program for at least a year while transit officials determine ridership and costs.

The city and metro estimate there are at least 18,000 jobs and about 200 openings currently in the roughly 5-mile radius of the ZIPZONE pilot program.

"This does further open the door for job candidates who would otherwise find a bus or car inconvenient to get here," said Brian Randolph, president of Mercantile Partners. "We're looking forward to getting our area covered."

Unlike other ride hailing services like Lyft or Uber, the Via Mercedes vans will be branded with the Trinity Metro ZIPZONE logo. The vans can fit up to five passengers, so riders often won't be alone. One van will be compliant with the Americans with Disabilities ACT.

Baulsir said the metro would like to see an average of 3.5 riders per hour.

If the program is successful, both the city and Trinity Metro said they want to expand it to other parts of Fort Worth, but specific locations have not been chosen. On-demand style services are best used in areas where the density of riders wouldn't normally support a fixed route bus, Chad Edwards, the city's mobility officer, said.

Edwards said the average wait time will likely be around 8 minutes, but more Via cars may be added if the demand is great.

The program aims to bridge the gap between existing transit stops and people's neighborhoods, often called the "first mile/last mile."

The city allocated additional funds in this year's budget specifically for new transit solutions. Mayor Betsy Price said she sees on-demand service as an asset for people who can't normally drive to work or get to a metro stop. She speculated the AllianceTexas area and the new Tarleton State University campus in southwest Fort Worth, where some hope TEXRail will one day stop, could benefit from on-demand connections to Trinity Metro.

"I think this is really the beginning of getting innovative and connecting people," Price said.

On-demand services have been successful in Tarrant County.

A pilot program with Toyota and AllianceTexas for on-demand service around the sprawling Hillwood development ended in January, but a partnership with Denton County Transportation Authority has allowed it to continue. Riders can connect with the North Texas Xpress that operates between downtown Fort Worth, Alliance and Denton.

In Arlington, the nation's largest city without mass transit, a Via-based program has been declared a success. In February, Arlington said there had been more than 113,000 rides since the service began in December 2017.

Those who commute to Mercantile Center for work won't be the only ones who benefit from the ZIPZONE, Baulsir said.

Anyone who lives in the ZIPZONE area can use the app to connect to TEXRail for trips to downtown Fort Worth, Grapevine or DFW Airport. With new tax incentives for residential and commercial development near rail stops, he said the number of people commuting by choice will grow.

"There are going to be times, I think, that all of us are going to need that first mile/last mile connection," he said.

<https://www.star-telegram.com/news/local/community/fort-worth/article230133774.html>

Gridlock: Is far west Fort Worth the next bottleneck?

By Bill Hanna, Fort Worth Star-Telegram

Fort Worth

Every afternoon, motorists get stuck on Interstates 20 and 30 as they head toward far west Fort Worth, Aledo and Weatherford.

With booming developments like Walsh and Morningstar, the number of people traveling back and forth each day is about to soar: Traffic is expected to increase by 40 percent over the next 20 years along Interstate 20 just west of the merge with Interstate 30.

Will the area see traffic jams like the ones that have plagued far north Fort Worth during the rapid development along the Alliance corridor? Dallas-Fort Worth already has some of the longest commutes in the country, with the average in Tarrant County at 26.1 minutes and the typical one in Parker County at 30.1, according to Data USA.

More than half of Parker County workers commute to Tarrant County each day.

“There’s not a doubt in my mind that it’s going to get worse,” said Tarrant County Judge Glen Whitley. “Their north side growth was much more dramatic but with what they’re proposing at Walsh in far west Fort Worth and at other developments in Parker County, we’re going to face challenges.”

The master-planned community of Walsh stretches over 11 square miles between I-20 and I-30 and is projected to be home to as many as 50,000 people. Just down the road is Morningstar, a 737-acre development that will eventually include 2,200 single family homes.

Since 2010, the Dallas-Fort Worth region has grown by more than 1 million and is now home to 7.5 million people. Fort Worth’s population is projected to climb from 850,000 to 1.5 million by 2040.

To Whitley, coping with that massive growth is complicated by the political climate in Austin, where proposed legislation would limit how much money local governments can raise through property taxes.

If lawmakers cap property tax revenue increases between 2.5 percent and 3.5 percent — there are two versions of the legislation — Whitley said it will be harder for local entities to build new thoroughfares or widen existing ones.

“It’s absolutely a problem,” Whitley said. “We have the Legislature not addressing infrastructure and limiting our ability to do public-private partnerships.”

But there are state-funded projects on the books and some options available for cities like Fort Worth.

Michael Morris, the director of transportation for the North Central Texas Council of Governments, said the Walsh bridge over Interstate 30 was key to opening up far west Fort Worth. It allows north-south access to the highway, and will eventually serve as a link to Interstate 20.

More projects are on the way. Construction could start in 2022 to add lanes to I-30 and I-20, Morris said. But he acknowledged that more arterial streets will be needed to help with the flow in and out of western Tarrant County.

New street development is complicated by natural gas wells dotting undeveloped land, which will make it harder to find a clear path for roads.

“There are thoroughfare streets that have to be built,” Morris said. “We’re going to have transportation issues as people go back and forth to their jobs in Tarrant County.”

Fort Worth’s leaders feel they are in far better shape on the city’s west side than they were when north Fort Worth started booming more than two decades ago.

The city’s 2016 master thoroughfare plan spells out where new streets could go. Now the city requires developers to help pay for and build streets, said Randle Harwood, the city’s planning and development director.

“I think it will evolve more smoothly than it did in far north Fort Worth,” Harwood said. “I also think we aren’t as likely to grow as fast to the west as we did to the north.”

Population in neighboring Parker County is expected to grow from 134,000 in 2018 to 207,000 in 2045, according to the North Central Texas Council of Governments.

A majority are expected to keep commuting to Tarrant County for work. There are 68,000 jobs in Parker County but that is expected to reach only 87,000 by 2045.

“It’s all about where the jobs are,” said Parker County Judge Pat Deen, who hopes to create more of them in Parker County.

Traffic congestion is already reaching a boiling point in some parts of Parker County. And some of it is to the west of Aledo and the Walsh and Morningstar developments.

“I think it’s happening much quicker than people are realizing,” Deen said. “If you’re going eastbound from Weatherford in the morning or westbound from Fort Worth in the evening, it’s a massive traffic jam each day.”

Adding lanes to I-30 cannot wait, he said.

“Quite honestly, we needed that lane 10 years ago,” Deen said.

In Fort Worth, city councilman Brian Byrd is more optimistic. His district includes Walsh and much of far west Fort Worth.

“I think we’re on the right track with I-30 expansion,” Byrd said. “It would be great if it was here now but they anticipate it being a workable solution..”

Byrd also doesn’t see west Fort Worth’s situation matching what occurred in north Fort Worth.

“I think everyone is concerned because they see the growth coming,” Byrd said. “But there’s more connectivity. There’s more routes that make it dissimilar to the Alliance situation. There’s only one way to get up to Alliance — I-35W — we have two major interstates.”

Traffic projects

- West Loop 820 to Linkcrest Drive. Widening from two to three lanes, construction of frontage roads and upgrades to Spur 580/I-30 interchange. Estimated start: 2022 or later.
- Project improvements under study along Interstate 30 include expanding the interstate from three to four lanes and reconstructing the frontage roads. Estimated start: 2025 or later.
- I-20 from FM 1187/FM 3325 to Markum Ranch Road and I-30 from I-20 to Linkcrest Drive. Improvements to interchanges, ramps, frontage roads, as well as sidewalks and bicycle lanes. Estimated start: 2022 or later.

<https://www.star-telegram.com/news/local/community/fort-worth/article230082254.html>

Soon you may board a plane or buy a meal with just a face scan. You OK with that?

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

International travelers at DFW Airport soon may be boarding flights by having their faces scanned by a computer, rather than showing a passport at the gate.

The technology is known as biometrics.

It's a practice in which a person is identified by digital measurements of their bodies, such as facial features or fingerprints.

And, the technology isn't just for airports. At a Marriott hotel in Hangzhou, China, guests can check in and pay for their room simply by having their face scanned at a lobby kiosk.

In Japan, customers in a major shopping district can now buy goods at many stores and restaurants simply by pressing their thumb against a checkout scanner (their fingerprint and credit card must first be linked in a database.)

"You don't even need your wallet to go out," said Xi Leung, an assistant professor at the University of North Texas in Denton. She teaches classes in the College of Merchandising Hospitality and Tourism, and has developed expertise in how the industry is using technology to improve marketing and business management.

Leung said she showed a video of the Marriott face-scanning process to her class, and got a mixed reaction.

"For any technology, there's always a good side and a bad side," Leung said. "Some of my students were very excited about it. I do have others who were worried about security issues and privacy, also."

How the technology may grow

Some officials say it could be years before biometric authentication is in widespread use, particularly in the United States, where many consumers are concerned about hacking and identity theft.

At DFW Airport, the rollout of biometrics may still be a few months away, airport officials said. Once biometrics equipment is installed, the scanning will be performed on travelers boarding international flights, in a test program with U.S. Customs and Border Protection.

Customs and Border Protection officials have been directed by Congress to implement biometrics at U.S. ports of entry, including border crossings and international airports.

First, DFW must hire a vendor to install and maintain the machinery.

A similar pilot program began in January at Los Angeles International Airport. Fort Worth-based American Airlines and British Airways are using the users of the machines at LAX, airport spokesman Charles Pannunzio said.

“This is still considered to be in testing, with nine airlines now participating,” Pannunzio said in an email. “There are three units in the Tom Bradley International Terminal, (and) each has 4 lanes.”

The technology hasn’t actually replaced old-fashioned identification documents at LAX. For example, travelers must still present an ID card at the TSA checkpoints, and also must keep a copy of their boarding pass as proof of their seating assignment.

For now, the face-scanning is only replacing the practice by airlines of asking international travelers to present their passports just before boarding the aircraft.

“This affects only the boarding process,” Pannunzio said. “Their face is matched to the database (no boarding pass or ID) and the gate then opens.”

The LAX pilot program is mainly to demonstrate the accuracy and ease-of-use of the scanning equipment. The developer of the technology used at LAX is Portugal-based Vision-Box.

Airlines are encouraged by the early results of the face scanners.

“We are currently testing biometric boarding at LAX and continue to evaluate the potential use of the technology at additional hubs,” said Andrea Koos, American spokeswoman.

Biometrics technology isn’t necessarily new.

Six Flags Over Texas began using finger scanning to admit season ticket holders in 2014. Guests at the amusement park who don’t wish to take part in the fingerprint biometrics can opt out and use an old-fashioned photo ID season pass - although park officials warn that additional waiting time for admission could be required.

Leung can envision a day when biometrics is used to measure customers’ facial expressions while visiting businesses, using surveillance cameras. It’s not difficult to imagine that the technology will be able to read peoples’ moods in the not-too-distant future, she said.

“You can go through all those videos and watch out which restaurants have happy customers,” she said, “and which have sad customers.”

<https://www.star-telegram.com/news/business/technology/article230122074.html>

Citizenship question or not, is the 2020 census already partly doomed?

By Obed Manuel, Dallas Morning News

“Is this person a citizen of the United States?” It’s a simple question.

But it’s one experts and civil rights activists say and even the Census Bureau found might keep millions of immigrants and U.S. citizens in mixed-status families from being counted during the constitutionally mandated count of everyone living in the U.S.

The citizenship question has dominated the conversation around the upcoming census, and even if the Supreme Court decides next month to not allow it on the final census questionnaire, some worry the damage has been done.

Fear about the question is already coursing through the immigrant community in the U.S., said Arturo Vargas, CEO of the National Association of Latino Elected and Appointed Officials Educational Fund.

“We’ve been to countless community gatherings where this question is all they want to talk about,” Vargas said.

NALEO is one of several groups rolling out efforts to increase participation and spread accurate information to ease privacy concerns that may linger among immigrants.

Census Bureau workers take a lifetime oath to never share someone's personal information. Breaking that oath is punishable by prison time and an up to \$250,000 fine. This is the kind of information that needs to be widely shared, Vargas said.

“I’m not giving up. I refuse to surrender to the forces in this administration to undercount the Latino population,” Vargas said. “There are people who want to undercount this population because they are fearful of the number of Latinos growing and whites becoming a minority.”

All of Texas stands to lose if there’s an undercount in the Lone Star State, where the population has grown immensely, due to migration from other states as well as the rapid growth of the Latino community.

The data collected during the census is used for three primary reasons:

Distribute about \$675 million to the 50 states and their various public programs

Reapportionment - the allocation of House of Representative seats based on population changes

Redrawing the lines for these districts

The Census Bureau itself found in a report that self-response rates among noncitizens could decrease by almost 6%. And a separate analysis from the bureau found that upwards of 630,000 U.S. households would need in-person follow ups because of the citizenship question.

The citizenship question could also lead to an overall 2.2% drop in the self-response rate and add \$121 million in costs to the 2020 census, according to an analysis from several Census Bureau experts released last week.

James McCann, a political science professor at Purdue University, has been surveying Latino immigrants for the past few years. He said that getting accurate data, even sensitive data like an immigrant’s citizenship status, is possible if there’s a good relationship with subjects.

But the problem is that the census has an overly bureaucratic approach, McCann said. And it doesn't help that the rhetoric tied to the census right now is directly tied to the White House.

"With Trump as the backdrop, it's not unreasonable to expect people to be afraid," McCann said. "If it turns out the census count is as widely unrepresentative as some fear, there are some serious implications. More than half a trillion dollars and how they're distributed are tied to this data."

Former Census Bureau director John Thompson said the citizenship question wasn't tested the way other changes to the census questionnaire have been in the past.

"It's not clear to me that if people don't respond to the first questionnaire how you're going to get them to respond in the follow-up visit. Why would they be more likely to respond if someone knocks on their door?" Thompson said.

Thompson, a Barack Obama appointee, was in charge of the preparations for the 2020 census and said he didn't know about the push to add the citizenship question until after he left the bureau in June 2017.

Thompson added that he hopes a robust informational campaign from the Census Bureau and its national and local partners will be enough to turn the tide on any fears immigrant and hard-to-count groups may have.

"I know the Bureau won't share information with anyone. I'm hoping that message can get out to the communities that are at risk of an undercount," Thompson said.

In Texas, Jolt, a Latino voter mobilization group, is approaching the 2020 census similarly to the way it has approached voter registration efforts.

Jolt will hire 100 canvassers next year who will block-walk Latino-dense neighborhoods to reach 250,000 Latinos in Texas. By mail, the group hopes to reach another 250,000 and 5 million via social media.

Jolt's approach is one that is needed in order to increase civic participation among Latinos and to guarantee more political representation for Latinos, said Antonio Arellano, communications director for Jolt Texas.

"A large component of our strategy is building relationships with these communities that have a low propensity toward voting or civic duties," Arellano said. "Oftentimes we hear that we're the first organization to come to their doors, and we feel it's our responsibility to keep working with them."

Arellano said that the 2020 census is crucial in order to accurately measure the dramatic growth of the Latino population since 2010.

"Texas is ground zero for the demographic changes this country is about to experience.

This is an attempt to intimidate us at the exact moment when we need to be counted the most," Arellano said.

Kaylan Phillips, litigation counsel with the Public Interest Legal Foundation, a conservative group out of Indiana that supports the addition of the citizenship question, noted that the Census Bureau asking about citizenship isn't new.

She adds that the annual, more-detailed American Communities Survey already does so.

The last time the question was asked on the census to the entire country was in 1950.

“We believe Commerce Secretary Ross weighed the risks and benefits and determined that the information was valuable enough to collect and so the question needed to be reinstated,” Phillips said.

Phillips said that PILF supports informational campaigns and that everyone needs to be counted.

“What I would like to see is more education on that side of things. These responses are confidential and there’s no indication that these privacy laws will be broken,” Phillips said.

<https://www.dallasnews.com/business/demographics/2019/05/13/citizenship-question-not-2020-census-already-partly-doomed>

Virgin Hyperloop One raises \$172 million to advance its futuristic transportation dream

At least half coming from a Dubai company, and the startup is still looking for more

By Sean O'Kane, The Verge

Virgin Hyperloop One has raised \$172 million in new funding to bring its futuristic transportation dreams to life, according to new filings with the United States government. At least \$90 million has come from existing investor DP World, a major Dubai port operator, The Verge has learned.

The hyperloop startup is also seeking up to \$224 million in this equity sale, according to the filing. Eighty investors have contributed to the round, and specific investors weren't named. The funding amount was disclosed in a new filing with the Securities and Exchange Commission on Tuesday, which was first reported by Crunchbase News.

DP World and Virgin Hyperloop One recently applied for (and were granted) an exemption to the waiting period typically required by the Hart-Scott-Rodino Antitrust Improvements Act of 1976, which covers acquisitions or mergers, according to a newly-public filing with the Federal Trade Commission. Ryan Kelly, Virgin Hyperloop One's head of marketing and communications, said the startup is not being acquired, and confirmed DP World is leading the funding round, but did not offer any further details about the investment. But he said the amount DP World invested was enough to trigger the disclosure, meaning that the Dubai company invested more than the current \$90 million threshold, according to the reporting guidelines on the FTC's website.

DP World previously invested \$25 million in Virgin Hyperloop One and already has two seats on the startup's board of directors. Additionally, a March filing with the US Patent and Trademark Office shows that much of Virgin Hyperloop One's intellectual property has been transferred to DP World. (Though Kelly tells The Verge DP World was only temporarily holding the IP as collateral in exchange for a loan that is "no longer outstanding," and that the IP will soon be assigned back to Virgin Hyperloop One.)

Virgin Hyperloop One had already raised \$295 million before this. The last investment was \$50 million, which followed a volatile 2016 and 2017. One of Virgin Hyperloop One's cofounders, Brogan BamBrogan, was pushed out in 2016. BamBrogan filed an explosive lawsuit against the company that was eventually settled. (He went on to found another hyperloop startup called Arrivo that ultimately fell apart last December, as was first reported by The Verge.) In late 2017, a second cofounder — Shervin Pishevar — was ousted over allegations of sexual misconduct.

The company was originally founded as Hyperloop Technologies in 2014; Pishevar changed the name to Hyperloop One. It was one of the first serious players to emerge after SpaceX and Tesla CEO Elon Musk published his white paper in 2013 that kicked off the hyperloop craze. Pishevar brought some big names into Hyperloop One in the early going, too, like former Obama White House deputy chief of staff Jim Messina, and X Prize founder Peter Diamandis.

After Richard Branson invested in the startup in 2017 and became chairman, the company rebranded again, to Virgin Hyperloop One. But the startup's troubles continued. In 2018, Messina and Diamandis left Virgin Hyperloop One's board. Another director, Russian billionaire Ziyavudin Magomedov, was arrested on fraud and embezzlement charges unrelated to the

company. Branson ultimately left his post as chairman last year after a deal with Saudi Arabia fell through.

Virgin Hyperloop One has a number of other proposals and feasibility studies in the works around the world, but still has not built much actual infrastructure.

Update May 14th, 9:52PM ET: Added information in the fourth paragraph to clarify that DP World only held a security interest in Virgin Hyperloop One's intellectual property in exchange for a loan.

<https://www.theverge.com/2019/5/14/18623436/virgin-hyperloop-one-funding-round-dubai-dp-world>

Dallas could land major Uber expansion, thousands of jobs

By Melissa Repko, Dallas Morning News

Dallas is a leading contender for a major expansion by ride-hailing giant Uber that would transform the city into one of the tech company's largest hubs outside San Francisco, company officials confirmed Thursday.

Uber has zeroed in on a site in Deep Ellum for an office that would employ several thousand workers, from engineers and finance executives to salespeople. Jobs would span Uber's businesses, from delivering food to developing a new urban air taxi service.

Uber plans to make a decision by late August, after narrowing its list to fewer than a handful of cities, said spokesman Travis Considine. He declined to identify the other cities being considered.

If Uber chooses Dallas, it's planning to move into the Epic, an 8-acre development on the eastern edge of downtown Dallas in Deep Ellum, Considine said. It is at Elm Street and Good-Latimer Expressway.

The San Francisco-based company's expansion would be a big win for the city of Dallas. The city has seen major development after major development — including Fortune 500 headquarters — pick the suburbs over the city. Toyota North America opened its new headquarters in Plano. Pharmaceutical giant McKesson's headquarters moved from San Francisco to Irving. And Texas Instruments recently announced it's going to build a \$3.1 billion manufacturing facility in Richardson.

Dallas was reported to be a frontrunner for Amazon's second headquarters, but it ultimately missed out. Amazon split the project, dubbed HQ2, between New York City and Washington D.C. area. Amazon later backed out of the New York expansion plans.

With Uber, Dallas gets a chance to prove it not only can lure big fish — but also reel them in.

Dallas Mayor Mike Rawlings said Uber's interest in Dallas "is consistent with how our marketplace and how our city is being viewed by corporations across America."

"They see us as a place where they can do business, have a great place to work and have a great deal of tech talent," he said. But he added, "It's not over. We have to keep doing everything we have to do to convince them to come."

Uber declined to say if it's seeking tax incentives from the state, county or city. The city approved a \$2 million tax break over the next decade for developers of the Epic project. Dallas County approved a 10-year tax abatement, worth an estimated \$550,000 in tax savings, for developers to convert a historic building into a hotel.

With Uber, Dallas County Judge Clay Jenkins said he sees tax incentives as "the last steps in the marathon."

"It's a great project, and it's the sort of jobs that we need to draw to Dallas to really increase our average wage and provide good opportunities for people in our urban core," he said. "We are excited to be a part of hopefully a successful effort to bring them here and if they come here, I'll make sure to increase my use of Uber and encourage everyone else to."

The property that Uber is eyeing is a joint effort between landowner Westdale Real Estate Investment and Management and office developer KDC. It includes an office tower, apartment high-rise and restored historic building that's becoming a luxury hotel. It has room for two more towers.

Developer KDC, which built the office tower at the Epic, would not comment.

Real estate brokers and developers tracking the deal said Uber has told them it will need the office space starting before the end of the year. The just-finished Epic office building would be able to immediately accommodate a first phase of Uber's employment.

Dallas is a major market for Uber. It was the first Texas city to get Uber's ride-hailing service in September 2012. Since then, Uber has added food delivery service, Uber Eats, and chosen Dallas as the testing ground for its urban air taxi service, Uber Air, that it plans to demonstrate in 2020. In March, Uber signed an up to \$1.5 million contract with Dallas Area Rapid Transit to provide free and discounted rides to help connect people to nearby light-rail and bus stations. It also has bike-share and scooter-share in Dallas through Jump, which it owns.

Uber's plans for a large new corporate hub come soon after its debut on the New York Stock Exchange in early May. Its rival, Lyft, began trading on the public markets in late March.

Uber is building a new 1.1 million-square-foot headquarters in San Francisco that's expected to open in 2020, according to a filing with the Securities and Exchange Commission.

Uber is planning to expand in other cities. The company's second largest hub now is Chicago, which has over 1,000 employees. Uber is in discussions about leasing a 450,000-square-foot office in a building being redeveloped along the Chicago River, according to The Chicago Tribune. If it follows through on the deal, the lease would be one of the largest ever signed by a technology company in Chicago, the Tribune said.

It's reportedly looking for more office space in New York City, too. It is visiting sites with between 250,000 and 350,000 square feet around Bryant Park in Midtown and 3 World Trade Center in Lower Manhattan, according to a late April report by Crain's New York.

Uber also has a large presence in Washington, D.C., and its Advanced Technologies Group — which focuses on autonomous vehicle development — is based in Pittsburgh, near Carnegie Mellon University.

But Dallas is competing for an office that would be equal in headcount — or potentially bigger — than Chicago, according to Uber's Considine.

Rawlings said Dallas is attracting major tech companies' attention because their employees want quality of life amenities, such as new parks that are underway in downtown.

"Whether you want to eat at a Thai restaurant or play with your dog in the park or go to a good show, every year we get better and better at this stuff," he said.

Uber has about 140 employees in Texas. Its largest office in the state is in downtown Austin, where it has about 90 employees who work in sales, recruiting, operations, marketing and public policy. It has about a dozen employees in a small office in Dallas' West End. The company's careers site lists eight jobs ranging from finance and accounting to software engineers and a global employment tax manager.

The company has nearly 11,000 employees in the U.S., according to a registration statement it filed with the SEC ahead of its initial public offering. In the April filing, the company said it planned to increase its headcount significantly to keep up with expansion across the globe.

<https://www.dallasnews.com/business/technology/2019/05/16/dallas-could-land-major-uber-expansion-thousands-jobs>

For these 2 women, ride-hailing service Alto is a lifesaver

By Byron Harris, WFAA (Posted by Dallas Business Journal)

Maya Barnes and Stacy Currington sit in the front seat of a new Buick Enclave, each an example of how an enlightened workplace might change their lives.

Currington, in the drivers' seat next to Barnes, used to drive for Uber and Lyft. Now she drives for a Dallas-based ride-hailing startup called Alto. Like so many other Uber drivers, many of whom went on strike for a day this month, Stacy became weary of her relationship with the company. Her income shrank as the number of Uber drivers grew. The costs of running her car, which she had to pay for, took a constant chunk of her income.

Alto is different than Uber, the company's chief customer officer Alexandra "Alex" Halbardier said.

"Uber is an 'eat what you kill' environment for the driver," she said. "Our environment is sustainable."

With Alto, drivers are paid a guaranteed base income plus incentives: they get health insurance, a predictable work week and paid-for vehicle costs.

"With us, when you sign up for a certain number of shifts, you know what you will take home," Halbardier said.

That predictability, according to Currington, makes her life as a driver a lot safer. She also knows who her customers will be.

Alto riders pay a monthly \$12.95 membership fee for the service, which allows them access to the Alto app. The app summons an Alto car much like Uber or Lyft. Each ride costs about the same as a mid-level Uber ride, and the start-up hopes to have 75 cars on the street by the end of the year.

If Alto is a kinder and gentler workplace for drivers, it's a lifesaver for Maya Barnes.

Barnes recently became a "fellow" at Ruthie's, an Addison-based food truck which is a unique combination of free enterprise and philanthropy. You may have seen Ruthie's baby-blue vehicle parked at Klyde Warren park, serving up its trademark gooey grilled cheese sandwiches.

Ruthie's began as a business eight years ago, but has evolved into a partnership with Café Momentum, a non-profit dinner spot in downtown Dallas that teaches at-risk young people life skills and food service.

Barnes is an alumna of Café Momentum, which taught her more than culinary skills.

"I learned perseverance," she said of the year and seven months she spent under the tutelage of Chef Chad Houser. "I learned how to stick with things."

She needs perseverance to get to her new position at Ruthie's. Its office north of Dallas, where she starts her day, is three cities away from her apartment in Duncanville. Since she doesn't have a car, that means a 30-minute walk to DART, followed by an hour on public transit, plus another half hour walk.

“How do we not set her up for failure?” Chef Houser asked. He’s built Café Momentum as a nurturing environment for his interns, and grown a partnership with Ruthie’s to provide a next step in their development.

Alto drove into the gap, taking Barnes to and from work for free every day. When two new Ruthie’s fellows take their jobs in a few days, Alto will be helping them too.

A virtuous circle — all in a car.

<https://www.bizjournals.com/dallas/news/2019/05/20/ride-hailing-service-alto.html>

Huge new Uber office campus would drive Dallas' Deep Ellum district in a new direction

By Steve Brown, Dallas Morning News

Dallas' edgy Deep Ellum neighborhood has been known for decades for its nightclubs, tattoo parlors and art shows.

If a potential move of more than a thousand Uber office workers happens, the historic commercial district on the eastern edge of downtown will become one of Dallas' hottest real estate markets.

Uber officials confirm that the ride-hailing firm is considering a location in Deep Ellum for a huge new office center — its largest new employment hub outside the company's San Francisco headquarters.

The tech-oriented transportation provider is in talks to lease a major block of office space in Deep Ellum's new Epic development on Good-Latimer Expressway. And the company would need even more office space in a new building to be constructed next door.

Deep Ellum is already seeing big changes, with new apartments, retail and business space. Baylor Scott & White is building a large office center on the eastern fringe of Deep Ellum that will house hundreds of the health care giant's workers.

Real estate execs and longtime Deep Ellum observers say that getting the Uber office would kick off an even bigger transition.

"It is an unbelievable opportunity for Deep Ellum," said Greg Biggs, managing director of commercial property firm JLL. "The dynamic of having that many employees come to that market will provide more opportunities.

"It will be a big catalyst," he said. "The central business district and surrounding areas have become super-active, and there is a lot of momentum."

News of Uber's potential office deal comes just months after Dallas lost the bid to land digital retailer Amazon's coveted second headquarters. Downtown Dallas was a finalist for that project, which wound up going to the Washington, D.C., area.

It's unclear whether Dallas' bid for Amazon influenced Uber's plans. But real estate and economic development officials predicted that Dallas would attract more business after its near-miss on the Amazon deal.

"We didn't get the whole hog, but we are going to wind up with a lot of ham sandwiches," said John Crawford, who retired last year after more than a decade of heading Downtown Dallas Inc.

Latest transition

Crawford said if the Uber move happens, it would solidify Deep Ellum's position as one of central Dallas' key districts.

"If Uber or anyone else drops that many jobs there, it will have a big impact," he said. "It will certainly change the face of Deep Ellum going forward."

"Deep Ellum has always been somewhat of an eclectic area," Crawford said. "Now that Baylor is doing what it's doing and other developers are there, it is evolving."

Deep Ellum in the early 20th century was a gritty commercial district with black-owned businesses and industry on the eastern edge of downtown Dallas.

One of the first Ford manufacturing plants outside of Detroit was on Canton Street, providing hundreds of Dallas jobs.

Starting in the 1980s, the faded business district of automobile parts companies, air-conditioning firms and equipment suppliers began transitioning into a mix of artists' lofts, music venues and watering holes. Small tech companies also migrated to the area.

After going downhill in the late 1990s and early 2000s, Deep Ellum has seen another revival in the last few years.

Nick Clark, who founded his Common Desk coworking company in Deep Ellum seven years ago, said the proposed Uber office would be a new anchor for the district.

"The added office by a big-time tech company will ensure Deep Ellum's future as a neighborhood," Clark said. "It speaks to the renaissance of the neighborhood and re-creating itself from being much more than a bar and club life district."

"The Uber deal will be a landmark."

Developers are understandably keen to see the big office deal happen.

"Deep Ellum hasn't historically been known as office market," said Ben Brewer, managing director in the Dallas office of Houston-based Hines.

Hines hopes to break ground before the end of the year on a Deep Ellum office and retail high-rise just blocks from where Uber's new offices would be.

Brewer said employers like the mix of restaurants, growing retail and increasing apartment construction in the area.

"The authenticity of that neighborhood is driving a lot of activity," he said. "The level of quality in the food and beverage offerings is making it more attractive for companies that want their employees there."

Other projects on the way

Apartment builder Stillwater Capital is opening a new rental community in Deep Ellum during the next few weeks.

"Multifamily thrives in areas that offer close proximity to jobs and nearby retail and restaurant destinations, so we would be thrilled if Uber decided to move into the Epic," Stillwater partner Aaron Sherman said. "Deep Ellum continues to evolve as an exciting neighborhood."

"Adding a market-leading company like Uber is great not only for Deep Ellum but for the entire city of Dallas."

The office site Uber is eyeing is just across the freeway from where developer Todd Interests is building a six-block mixed-use district it calls East Quarter. The Dallas-based real estate firm

announced plans last week for a 17-story office, apartment and retail tower that will be built about four blocks from the site Uber is considering.

Like Deep Ellum's Epic development, Todd Interests' East Quarter combines vintage and new buildings.

"Uber's interest in the area speaks to the demand and thirst for something that is not your standard high-rise office building," developer Shaw Todd said. "When you put great historic architecture and walkability with new construction that compliments it, you have a recipe for huge success.

"We have seen that across the country."

<https://www.dallasnews.com/business/real-estate/2019/05/17/huge-new-uber-office-campus-drive-dallas-deep-illum-district-new-direction>

DFW Airport, American Airlines reach deal to build a sixth terminal

By Gordon Dickson, Fort Worth Star-Telegram

DFW AIRPORT

DFW Airport and American Airlines have reached a tentative deal to build a sixth passenger terminal, as part of a capital improvements package that could reach \$3.5 billion.

“Terminal F is another sign of how quickly our region is growing,” Fort Worth Mayor Betsy Price said.

The plans were announced Monday during a DFW State of the Airport presentation at the Hyatt Regency hotel in Terminal C. Terminal F will eventually have up to 24 gates, and is tentatively scheduled to open by 2025, DFW Airport chief executive officer Sean Donohue said.

The expansion, which still must be approved by the boards of DFW Airport and American Airlines, is needed to meet future growth, DFW board chairman William “Bill” Meadows of Fort Worth said.

Previously, airport officials have said Terminal F likely won’t be the same horseshoe shape of the other five terminals, and likely won’t include a parking garage because of travelers’ changing needs.

On Monday, officials from the airport and its dominant airline said it was too soon to talk about specific design elements of the project, including parking issues.

Large capital projects are typically financed by government bonds, and repaid with fees paid by airlines who use the facilities. American Airlines handles about four of every five flights at DFW, which is its global headquarters and largest hub.

The capital package also will include renovation of Terminal C, which is DFW’s busiest terminal — and the only terminal that hasn’t been renovated in the past two decades. Up to \$1 billion of the \$3.5 billion estimate could be used for Terminal C, Donohue said.

Meadows said the airport’s recent completion of \$2 billion in improvements to Terminals A, B and E helped “successfully position DFW as the prime gateway between Asia and Latin America,” but that more expansion was needed to meet future needs.

The airport handled 69 million passengers last year, but that number could hit 100 million passengers by 2023, said Matrice Ellis-Kirk, DFW board vice chair.

Doug Parker, American Airlines chairman and chief executive officer, said it’s too early to talk specifics about what Terminal F might look like, or whether it will be used exclusively by American or shared by other airlines.

But he did say American is committed long-term to expanding its presence at DFW.

Terminal F will be capable of serving international and domestic flights, much like Terminal D, Donohue said.

The construction of Terminal F also will provide DFW with an opportunity to design a more efficient baggage movement system, he said.

<https://www.star-telegram.com/news/business/aviation/article230609724.html>

A North Texas city is getting 400 new homes and a park geared for outdoor events

By Elizabeth Campbell, Fort Worth Star-Telegram

HALTOM CITY

Haltom City is getting a major residential development which will include a park and plenty of open spaces where people can spend time outside.

The development is called Heritage Village, and Our Country Homes is building single family homes, townhomes and duplexes on 42 acres across from the library. The boundaries are Springlake Parkway on the north, Glenview Drive on the south, Haltom Road on the east and the railroad tracks on the west.

“This is a game-changer for Haltom City’s future,” said councilman Ricky Brown.

Last week, the council unanimously approved an agreement with Our Country Homes which includes waiving park and inspection fees. Our Country Homes will hire a company to inspect the houses. Haltom City will collect 10 percent of the permit fees, assistant city manager Rex Phelps said.

Prices for the townhomes will start at around \$225,000, and the single-family homes will range from \$300,000 to \$400,000, Phelps said.

Our Country Homes will maintain the public park, build alleys behind the homes and install water and sewer lines and will improve Springlake Parkway.

Heritage Village will be developed in five phases with the first phase including 100 homes and the park, and construction should start this winter, said John Pitstick, of Our Country Homes.

“This is our largest development; there is a great demand for housing,” Pitstick said.

Pitstick said Heritage Village will appeal to millennials and people 55 and older who don’t want to maintain yards but who want areas for walking their dogs and spending time outside.

Heritage Village will have wide sidewalks to encourage walking. The public park will have an area for outdoor events, a concession stand and an area for food trucks to come when there are concerts and other events.

Three new hotels are also coming to Haltom City. Construction started on the Holiday Inn, which is east of Haltom Road, at the intersection of Old Denton Road and Loop 820.

Work will start soon on the Aloft and TownPlace Suites, under the Marriott brand. The two hotels are on the northeast side of Loop 820 and Beach Street, Phelps said.

<https://www.star-telegram.com/news/business/growth/article230648344.html>

Do Texans need to pay their fines once red-light cameras are banned? Curious Texas investigates

By Elvia Limon, Dallas Morning News

Jimmie Markham of Rowlett said he was surprised to receive a red-light camera ticket in the mail last fall.

He said what shocked him the most about the ticket was seeing that the camera had captured his wife's car at a Duncanville traffic light. He said he couldn't remember the last time he drove through the city.

"It was obviously not me driving, but they gave me the ticket," Markham said.

He and his wife have decided to not pay the ticket after realizing it counted as a civil offense, and not a criminal one, he said. They also wanted to see how a proposed bill in the Texas House banning these red-light cameras in the Lone Star State would play out.

The Texas Senate last week approved House Bill 1631 and is headed to Gov. Greg Abbott, who is expected to sign it into law.

The bill would ban cities from having traffic light camera systems that capture drivers speeding or running red lights and issue them fines.

This news has made Markham wonder what will happen to drivers who've been given citations, like himself, once the bill to ban these camera systems becomes law. That's why he asked Curious Texas: Once red-light cameras are banned in Texas, will municipal governments be required to automatically dismiss existing tickets?

Cities are divided on red light cameras.

Grand Prairie is among several North Texas cities that has red light cameras. The city installed these cameras in 2007 after they saw a surge in car accidents and fatalities at railroad crossings.

Grand Prairie police spokesman Eric Hansen told The News last fall that the city has not had any accidents since they installed these cameras at several railroad crossings. He said the city's photo enforcement system gave out 67,592 citations -- 1,426 of those were for railroad crossing violations -- in 2017.

He said Tuesday that Grand Prairie police would continue to monitor these areas with or without the cameras.

"Even with the cameras in place, we routinely conduct traffic enforcement at our railroad crossings," Hansent said. "If they are removed, we will continue to be vigilant in our enforcement efforts to build on the improved safety that the cameras helped to create at railroad crossings."

He said residents who receive red light traffic citations in Grand Prairie will be required to pay them if the violation happened before the ban goes into effect.

Duncanville is monitoring the ban before deciding what to do next. It may be a few months before Markham has a definite answer about how to proceed with his fine.

“Like other municipalities across the state, we are waiting to see what the Legislature does before making any decisions or changes to how we conduct business,” Duncanville Assistant City Manager Paul Frederiksen said via email.

The fines from these cameras also bring in revenue to the cities each year.

Dallas has 44 intersections with cameras, according to 2017 data from the Texas Department of Transportation. The citations from those cameras netted nearly \$5.8 million in 2018. Half of this went to the city and half to the state’s hospital trauma centers.

Plano, which has 25 cameras at 17 intersections, uses the money made from red light camera fines to buy backup generators for traffic lights at busy intersections, countdown tickers for crosswalks and to fund its DWI law enforcement program.

Lawmakers have promised to make up the funds these trauma centers would lose if the bill is signed into law, but details on how they would fund are unclear.

But not every North Texas city has these cameras.

DeSoto decided against them years ago because city officials at the time felt they gave a bad perception. Cockrell Hill didn’t see the need for the red-light cameras for their five traffic lights.

Other cities, such as Richardson and Arlington, had the cameras in the past but eventually did away with the program.

Richardson suspended its red-light camera program in 2016 -- a decade after it had first installed them -- after a district judge decided that Russell Bowman, a Keller attorney who received a \$75 red-light camera penalty from Richardson, was not liable for the citation.

The City of Arlington did away with its cameras after voters approved a ban in 2015.

Anyone who had received a red-light citation from Arlington before the election date that banned the cameras were still required to pay, but they also had 30 days after issuance to appeal their fine.

Although cities don’t officially know how the state-wide ban may affect them, Markham may still be required to pay his wife’s citation if Texas follows Arlington’s example.

<https://www.dallasnews.com/life/curious-texas/2019/05/22/texans-need-pay-fines-red-light-cameras-banned-curious-texas-investigates>

Where Fort Worth, Dallas, Arlington met, I-30 and Highway 360 suffer growing pains

By Richard Greene, Editorial for Fort Worth Star-Telegram

It's been a little more than four years since TxDOT approved the funding of more than \$250 million for one of the most extensive Interstate highway projects in Texas or, for that matter, anywhere.

As everyone knows who has passed through that area, or anywhere near it, the massive project seems to be taking forever. We'll take a look at that progress in a minute or two. But first, a little history is in order.

The Arlington intersection of I-30 and State Highway 360 is the last of the interchanges between Fort Worth and Dallas to be upgraded from the original cloverleaf design of the old DFW Turnpike that opened to traffic in 1957.

The entire 30-mile toll road back then was built for about \$200 million less than this one intersection is costing today.

When the ribbon was cut on what was then one of the most dramatic improvements to the region's mobility, the scene at that crossroads looked like it was in the middle of nowhere.

That's because it was in the middle of nowhere.

Considering what is at that location today, it's hard to imagine that the land in every direction from where those two roads crossed paths back then was not within the boundaries of any city.

You could take the 360 exit, pay your toll, and proceed several miles north to connect to one of 97 scheduled daily commercial flights from Amon Carter Field with about half of them having Dallas as their destination. Yeah, that's right, you could fly from Fort Worth to Dallas.

Or, you could turn south and make your way to where General Motors was building cars at its new plant on the southeast side of the fledgling community of Arlington.

There weren't many other reasons to exit there unless you were among the smallish populations of Arlington and Grand Prairie — and even then, you might prefer the old route of U. S. Highway 80 and avoid the tolls to ride on the new superhighway.

After all, they were charging 50 cents to travel the entire length of the turnpike, even less if you got off somewhere along the way.

At around the time when the new highway was being completed, a visionary developer stood in the vicinity of that intersection and imagined Dallas and Fort Worth growing together and meeting right there.

So, Angus Wynne, Jr., who had built the first strip shopping center in Southern Dallas, gathered together a group of investors, including five New York Rockefeller brothers, who partnered in what was then the largest real estate deal in Tarrant County's history.

That venture built what became the Great Southwest Industrial Park that included, in 1961, the opening of the Six Flags Over Texas amusement park.

The rest, as they say, is history and today the Arlington tourism industry is welcoming some 15 million annual visitors to experience all that is accessible from that big interchange.

Or, it will be, when it's finally completed. In the meantime, it takes a lot of sign reading and careful navigating around all the construction equipment creating detours and roundabouts in reaching your destination.

Originally scheduled for completion in 2020, we are now told it will be sometime in the following year before it's done.

To help motorists deal with it all, the city of Arlington provides constant updates on its website and another, www.keep303360.org, does a great job of connecting anyone to the very latest information including names and phone numbers for the project coordinator and the TxDOT public information officer.

When it's all done, it will be amazing. In the meantime, be prepared for all kinds of challenges approaching the work zone as far away as a mile or two before you actually arrive at the place where the two big mega-highways actually cross each other.

Richard Greene is a former Arlington mayor, served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency and lectures at UT Arlington.

<https://www.star-telegram.com/opinion/opn-columns-blogs/richard-greene/article230690884.html>

Fort Worth's booming growth refuses to slow down as city becomes 13th largest in U.S.

By Bill Hanna, Fort Worth Star-Telegram

The boom shows no sign of ending.

Fort Worth is now the 13th-largest city in the United States, behind Jacksonville, Florida, and ahead of Columbus, Ohio, as well as San Francisco, according to the latest Census Bureau population estimates released Thursday.

"Fort Worth's rapid growth speaks to our incredible quality of life, business friendly climate and affordable cost of living," said Fort Worth Mayor Betsy Price. "Of course, substantial growth presents both great opportunities as well as new challenges to strategically manage our growth without compromising what makes Fort Worth a unique place to live, work, and play."

Last year, Fort Worth ranked 15th but the city added 19,552 people between July 1, 2017 and July 1, 2018, to reach a population of 895,000. It was the third-largest gain behind Phoenix and San Antonio.

Just last month, the Census Bureau said the Dallas-Fort Worth-Arlington area added more than 1 million since 2010, the most in the country.

"The jump to 13th largest city in the U.S. will boost Fort Worth's recognition worldwide as a formidable city in its own right and help draw more visitors and business investments," said Bill Thornton, president and CEO of the Fort Worth Chamber of Commerce. "The Dallas-Fort Worth region, now fourth-largest metro, and the Texas brand continue to attract business and top talent to fuel our economy. When people see that Fort Worth is larger than San Francisco, it should pique some curiosity about what's going on here."

Across Texas, the growth continues from DFW southward to Austin and San Antonio. Three Texas cities are in the top 10: Houston (fourth), San Antonio (seventh) and Dallas (ninth). Austin ranks 11th.

"It's just kind of cities along the I-35 corridor that keep popping up on the fastest-growing cities list," said state demographer Lloyd Potter.

Dallas' growth dropped dramatically. Between 2016-17, Dallas gained 18,610 but between 2017-18, the city saw an increase of only 1,960.

Arlington, with a gain of 1,007, has a population of 398,112. It remains the 48th-largest city in the U.S.

Nationally, the housing market continues to grow, adding 1.2 million units between 2017 and 2018 to reach 138.5 million. Texas led the nation by adding 172,000 housing units, followed by Florida (108,000), California (104,000) and North Carolina (63,000).

Despite the stereotype of California buyers pouring into Texas, Fort Worth real estate Susan Krus said that's not the case right now in North Texas.

"I'm seeing a lot from the Midwest," Krus said. "I've had a ton from Chicago, from Nebraska, from Minnesota."

And what's the reason?

"Housing follows jobs," Krus said. "The Midwest is losing jobs and we are gaining jobs."

Rising property values are forcing buyers to look farther out from the city. In recent years, Krus has seen places like Azle become more popular, sending buyers even greater distances from the workplace.

<https://www.star-telegram.com/news/local/community/fort-worth/article230657259.html>

Tollway official: Sam Rayburn widening project through Plano, other cities a response to corridor's rapid development

By Gavin Pugh, Community Impact

The Sam Rayburn Tollway widening project aims to improve regional mobility as the North Texas population is projected to exceed 11 million people in the coming decades.

The \$200 million project will add a fourth lane in both directions of the 26-mile tollway from Denton Tap Road in Lewisville to east of US 75 in McKinney.

Michael Rey, a spokesperson for the North Texas Tollway Authority, said the tollway was built to accommodate a future expansion project.

Construction work and planning in Plano will begin in the spring and will continue through the summer.

However, Plano engineering Director Caleb Thornhill said improving regional mobility will require more than widening roadways.

"There's going to be multimodal things that the entire region is going to have to look at, whether that's increased service from DART, or other type of rail opportunities," Thornhill said. "I think we are all interested in seeing what that will be in the future."

The SRT's annual traffic counts are expected to increase by nearly 39 million transactions between 2015-22, according to NTTA projections.

"It's our job to provide mobility to North Texas," Rey said. "As the congestion builds ... we have to make the decision to reinvest into the roadway to try to decrease that congestion—that's all part of the region's plan."

The project's anticipated completion in late 2021 will mark the end of construction along the tollway for the foreseeable future, Rey said.

Local impact

Construction crews began working on the 26-mile Sam Rayburn Tollway project in January. They are adding the fourth lanes in either the median or on the outside edges of the tollway.

NTTA staff has since met with business groups along the tollway to keep them up to date on the status of the construction project.

Starting in the spring, crews began widening overpass bridges. Three Plano intersections at Sam Rayburn Tollway are affected by the construction. Those intersections are Legacy Drive, Rasor Boulevard/Hillcrest Road and Coit Road.

The construction will also affect the intersections at Parkwood Boulevard and Preston Road, but that construction will begin in the summer.

Thornhill said the city is not conducting any additional construction projects along the tollway.

"We don't have anything that we are planning to construct solely for the purpose of the widening of [Sam Rayburn Tollway]," Thornhill said.

However, the city is coordinating with the NTTA to determine which ramps might be in need of updating, he said.

“One of the challenges that we have, especially with the growth that we have seen particularly in the northwest area, is traffic on the frontage roads,” Thornhill said. “We’re working with NTTA as far as ramp configurations ... to see if there are any improvements that can be done to assist Plano travelers.”

Part of this summer’s construction will include the replacement of the eastbound Parkwood Boulevard and Preston Road exit ramps. Crews will also construct lanes to separate traffic exiting onto Preston Road from traffic merging onto the SRT from the Dallas North Tollway.

Rey said full lane closures may occur in Plano and Frisco. Any overnight or weekend lane closures will be determined on a weekly basis.

Project overview

Part of the increase in regional congestion can be attributed to the thousands of employees commuting to new corporate headquarters along the tollway, such as Toyota Motor North America, JPMorgan Chase & Co., and Liberty Mutual.

“We’ve had this enormous concentration of development along our roadways, so I mean [the widening project] is an answer to some of these gigantic companies that are moving to the area,” Rey said.

The \$200 million project will be funded through toll fees collected by the NTTA.

Kevin Feldt, the program manager for the North Central Texas Council of Governments, said the NTTA’s projects are a, “You bring your own money, you get your own project” kind of deal.

“We view the NTTA project as cost- and revenue-neutral in that they have the money to construct, operate and maintain their projects,” he said.

Regional mobility

The added capacity will help alleviate traffic conditions as the North Texas population continues to grow.

The NCTCOG projects the region’s population will increase from 7.4 million today to about 11.2 million in 2045. The NCTCOG works with cities, counties and transportation agencies to better coordinate regional planning.

Meanwhile, the NTTA saw its annual transactions increase from 141.8 million in 2015 to 167.7 million in 2018. It projects those transactions to rise by another 13 million over the next three years, according to NTTA data.

A transaction is recorded any time a vehicle passes through a toll, which means one vehicle could have multiple transactions during a single trip.

Rey said although transactions are anticipated to increase along the tollway, there are no future plans to add a fifth lane.

Adding more than four lanes on a highway can have a degrading effect on traffic, Feldt said. More lanes result in vehicles changing lanes more frequently, which causes heavier congestion.

Transportation planners should explore more solutions to improving regional mobility other than expanding highways, Feldt said.

“It’s not just about the big roads that we have,” Feldt said. “We also need to think about our arterial network of roadways as well. And we need to think about public transportation projects.”

The city of Plano announced in April it has partnered with employers and property owners in the Legacy business area to form a transportation management association to help mitigate future congestion issues.

<https://communityimpact.com/dallas-fort-worth/news/2019/05/24/tollway-official-sam-rayburn-widening-project-through-plano-other-cities-a-response-to-corridors-rapid-development/>

UPS commits to largest purchase of 'renewable natural gas' ever in U.S.

By Eric Mandel, Atlanta Business Chronicle (Posted by Dallas Business Journal)

UPS is making a major move to "clean energy," saying Wednesday that it signed a deal for the U.S.'s largest ever purchase of renewable gas energy in the United States.

United Parcel Service Inc. (NYSE: UPS) said its deal with Clean Energy Fuels Corp. (NASDAQ: CLNE) involves buying 170 million gallon equivalents of renewable natural gas (RNG) through 2026. This is the largest commitment for use of RNG to date by any company in the U.S., with a range of 22.5 - 25 million gallon equivalents per year, UPS said. Financial details of the deal were not released.

UPS fueling stations in 18 cities, including Fort Worth, will use the RNG from Clean Energy to operate delivery vehicles.

Also known as biomethane, RNG can be derived from renewable sources such as decomposing organic waste in landfills, wastewater treatment and agriculture. It is then distributed through the natural gas pipeline system, making it available for use as liquefied natural gas or compressed natural gas.

Switching from diesel fuel to RNG helps reduce greenhouse gas emissions by as much as 1,074,000 metric tons of GHG over the life of the agreement, according to UPS. The company said that's equivalent to planting 17,000,000 trees, removing 228,000 cars from the road or recycling 374,000 tons of waste that would otherwise be sent to the landfill.

The Atlanta-based logistics giant said RNG is a key part of its strategy to increase alternative fuel consumption to be 40% of total ground fuel purchases by 2025. UPS' end goal is to reduce the absolute greenhouse gas emissions of its ground fleet 12% by 2025.

"The world has a trash problem. And the world has an emissions problem. Renewable natural gas, produced naturally from bio sources such as landfills and dairy farms, not only turns trash to gas, but it turns it into clean gas," said Mike Casteel, UPS director of fleet procurement, in a news release. "Since RNG is supported by existing national infrastructure used to transport natural gas, it's a winning solution that will help UPS to reach our ambitious sustainability goals. At the same time, we hope our unprecedented seven-year commitment serves as a catalyst for wider adoption of RNG by other companies."

UPS said it's used more than 28 million gallons of RNG in its ground fleet since 2014. This means the company will now be using nearly as much RNG in one year as it has used over the past five years combined.

Melissa Runge, an executive with Spend Management Experts, an Atlanta-based supply chain consultant, said UPS' decision to lessen its reliance on diesel fuel should translate into cost savings.

"It is our hope these savings will be passed on to their customers in the form of lower fuel cost," Runge told Atlanta Business Chronicle. "These fuel costs have been rapidly escalating and passed onto the end customer in the form of higher fuel surcharges. This could be a win-win-win for the environment, UPS and the end customer."

Clean Energy is co-founded by T. Boone Pickens and Clean Energy President and CEO Andrew J. Littlefair. The company said its Redeem RNG yields at least a 70% reduction in lifecycle greenhouse gas emissions when compared to conventional diesel or gasoline.

UPS said over the last 10 years it's invested more than \$1 billion in alternative fuel and advanced technology vehicles and fueling stations globally.

<https://www.bizjournals.com/dallas/news/2019/05/23/ups-commits-to-largest-purchase-of-renewable.html>

At last, Texas may be doing more than keeping its rainy day funds under a mattress

Dallas Morning News Editorial

It's nice to have cash in a bank account, but it is even better to have that cash working to make more cash.

This is what Texas Comptroller Glenn Hegar sought for the state's rainy day fund. And while what Hegar got from the Legislature this year falls short of his ambitious plan to fund an endowment plan for the state's long-term needs, state lawmakers have given the green-light on a more responsible and dynamic investment strategy.

For years, the fund, also known as the Economic Stabilization Fund, basically put excess revenue from oil and gas production taxes into an account that barely kept up with inflation. Hegar says the returns could be better if the comptroller could more aggressively invest a portion of the fund into an endowment that could grow big enough to fund pensions, pay down debts and repair crumbling infrastructure. And most of all it would reduce the dicey politics that go with lawmakers dipping into the rainy day fund.

What lawmakers delivered this session is a step in the right direction of getting more bang for the buck. Senate Bill 69 requires the comptroller to put aside about 7% of the state's certified revenue estimate as a cushion to deal with unexpected economic downturns or natural disasters. The big change is that the comptroller will have greater flexibility to grow the state's savings account through a diversified mix of fixed-income instruments in accordance with prudent investment guidelines.

It is not the robust endowment that Hegar had sought, but let's face it, this is a better investment strategy than keeping billions in cash under the mattress. Based on the \$12 billion that was in the rainy day fund at the start of the legislative session, the fiscal note on this bill projects revenue gains of between \$88 million and \$273 million over the next five years. That is real money that can help pay for what Texas needs. And this is important because the Legislature already tapped the fund for billions this session.

As a growing state with growing needs, Texas needs a dynamic money management strategy. The rainy day fund should be sufficiently liquid to allow for short-term access to dollars while offering an investment upside that didn't exist previously.

We urge Gov. Greg Abbott to sign this bill into law to keep Texas' financial future bright.

<https://www.dallasnews.com/opinion/editorials/2019/05/30/last-texas-may-keeping-rainy-day-funds-mattress>

How are the speed limits on North Texas toll roads decided? Curious Texas investigates

By Elvia Limon, Dallas Morning News

Many of our readers are puzzled by North Texas' toll roads, specifically by their speed limits.

Over the past few months, Curious Texas has received several inquiries about how the North Texas Tollway Authority sets the speed limit on its various toll roads. Many are from frustrated drivers who can't explain why the toll roads have opted for speed limits at or lower than 60 mph.

Given the vast number of questions, our Curious Texas team condensed them into a single query: How are speed limits set for North Texas toll roads?

Contrary to what some North Texans may believe, the tollways are not equivalent to the Autobahn. There are several signs posted throughout NTTA's eight toll roads: 360 Tollway, Addison Airport Toll Tunnel, Chisholm Trail, Dallas North Tollway, Lewisville Lake Toll Bridge, Mountain Creek Lake Bridge, President George Bush Turnpike and Sam Rayburn Tollway.

Speed limits usually drop when there's construction on the roads.

This happened to the Dallas North Tollway in 2016 when the NTTA board voted to lower the speed limit to 55 mph on the tollway from Interstate 35 to Harvest Road, south of Interstate 635, during construction work. This was 5 miles slower than its previous 60 mph speed limit, The News reported at the time.

Anjelica Solano, a spokeswoman for NTTA, said speed limits on North Texas tollways are generally reviewed every five to 10 years, but this isn't set in stone.

"This is impacted by several factors including, but not limited to, the following: which NTTA roadway it is, if or when physical improvements are made, roadside developments that could impact traffic patterns or if work zones are present," she wrote in an email.

Toll road operators don't get to choose the speed limit they want for their roads. They must follow the procedures set by the Texas Department of Transportation like any other road.

"This typically involves engineering and traffic investigation," Solano said. "Any change to the regulatory speed limit requires NTTA Board approval," she said.

As with the Dallas North Tollway, the board will often vote to slow a toll road's speed limit if it has ongoing construction. Currently, the Dallas North Tollway is the only toll road that has a speed limit lower than 55 mph. This speed limit is set on the tollway's section near downtown Dallas.

The area under construction on the Dallas North Tollway is still 55 mph.

"Work zone speed limits can be set based on engineering judgment to provide a safe work zone for crews while allowing drivers to navigate safely through the area," Solano said. "It's worth noting NTTA's construction often takes place late at night and during the weekend in order to cause minimal impact to rush-hour traffic. This is why the improvement project work is often not seen by weekday commuters."

<https://www.dallasnews.com/life/curious-texas/2019/05/29/speed-limits-north-texas-toll-roads-decided-curious-texas-investigates>

Report: Toyota considering \$550M investment in ride-hailing company

By Dallas Business Journal Staff

Toyota Motor Corp. (NYSE: TM) is considering a \$550 million investment in China's largest ride-hailing company, according to a report from Nikkei.

The investment, which totals about 60 billion yen, would earn the Japanese automaker a stake in Didi Chuxing as it looks to gain a foothold in the Chinese market, the report said.

Nikkei also reported that Toyota is looking for ways to further collaborate with Didi. Toyota previously worked with Didi in conjunction with ride-sharing last year, in addition to developing self-driving car e-Palette, the report said.

Toyota is part of a group Didi created to integrate electric vehicles into ride-sharing, a conglomeration that is expected to require cars to lease to Didi drivers, according to the report.

Toyota is no stranger to investments in the ride-sharing space.

In August 2018, Toyota, which has its North American headquarters in Plano, announced plans to invest \$500 million in Uber Technologies Inc. (NYSE: UBER) in an effort to expand their collaboration and advance and push autonomous ride-sharing to the market. Efforts around automated and connected vehicles at Toyota's North Texas operations, which include Toyota Connected, were expected to take on some of the agreement.

Toyota announced last month that it was teaming up with DENSO Corp. and SoftBank Vision Fund for an additional investment earmarked for Uber Advanced Technologies Group. Uber and DENSO together were expected to invest \$667 million, while SoftBank would invest \$333 million. The additional investment is expected to not only bolster around design and development of autonomous vehicle hardware, but to prepare for mass production and commercialization for ride-sharing vehicles and services. Toyota will contribute up to \$300 million more over the next three years to help cover costs, according to a news release.

<https://www.bizjournals.com/dallas/news/2019/05/29/toyota-didi.html>

Toll lanes could ease traffic, spur new business along I-35W in northeast Fort Worth

By Korri Kezar, Community Impact

More relief is in sight for congestion on I-35W, but it will come at a price to drivers.

Construction is expected to begin by the end of the year on the roadway's final phase of expansion. Known as 3C, the phase is expected to cost \$662 million and will bring two northbound toll lanes and two southbound toll lanes to I-35W between North Tarrant and Eagle parkways. Motorists on the toll lanes will pay between 15 cents and 75 cents per mile, depending on traffic levels.

The project will also widen and improve two existing free lanes and build continuous frontage roads along the 7.1-mile stretch in northeast Fort Worth.

The 3C phase is part of the North Tarrant Express, a project that has already improved existing free lanes and added toll lanes to I-35W between downtown Fort Worth and North Tarrant Parkway.

Details of the project

Access to AllianceTexas is a concern for Hillwood, the community's developer. The 26,000-acre development in northeast Fort Worth is home to more than 500 companies.

At just 40%-50% of build-out, the development has the potential for another 100 million square feet of economic activity, said Russell Laughlin, executive vice president of Hillwood Properties.

"Growth puts additional economic activity on the highways. If you don't have [improved roads], then there's no economic benefit for a logistics company—an Amazon, a UPS, a Facebook—to locate to a place where they can't move around," Laughlin said.

In 2003, Hillwood looked at traffic levels along I-35W. The company predicted by 2020, the roadway would have severe capacity constraints causing public safety and health issues.

According to the Texas Department of Transportation, more than 156,000 drivers use I-35W north of I-30 each day. That's expected to rise to 315,000 vehicles daily by 2045.

To help expand the roadway, Hillwood has donated to the state more than 1,000 acres that is providing most of the right of way needed for the North Tarrant Express.

"That's a benefit that you have for long-range planning, making sure that you've provided the best and most cost-efficient pathway for ... needed national and regional transportation facilities," Laughlin said.

Building toll lanes

The 3C phase will be constructed by North Tarrant Infrastructure and developed and operated by NTE Mobility Partners. Both are owned by Ferrovial, a Spanish company that develops toll roads across the world.

NTEMP also developed the North Tarrant Express along I-35W between I-30 and North Tarrant Parkway.

In February, TxDOT approved spending up to \$18 million to acquire the remaining right of way for Phase 3C. NTEMP will use bonds and equity investments to provide the rest of the funding for the project.

NTEMP plans to build managed toll lanes—called TEXpress lanes—along Segment 3C. Money generated from the tolls will pay back its investment in the project.

The tolls will also pay for the operation and maintenance of the North Tarrant Express, said Robert Hinkle, director of corporate affairs in North Texas for NTEMP.

What drivers can expect

Drivers on Segment 3C can expect a fixed toll price for the first six months after the lanes open. Afterward, prices will vary based on traffic levels.

By contract with TxDOT, NTEMP is required to maintain speeds of at least 50 miles per hour on the toll lanes. As speeds slow and traffic increases, prices will go up, filtering drivers off the toll lanes.

As speeds pick up and traffic decreases, tolls will be cheaper, encouraging more drivers to use the toll lanes.

Prices will be displayed on digital signs at each entrance onto the toll lanes. NTEMP will monitor the lanes and calculate prices every five minutes based on traffic levels.

Timeline

Before construction can begin on Segment 3C, NTEMP needs to gather funding, and the project needs to complete the design process.

Construction will likely start by the end of the year and take about 3 1/2 years to complete.

<https://communityimpact.com/dallas-fort-worth/keller-roanoke-northeast-fort-worth/development-construction/2019/05/29/toll-lanes-could-ease-traffic-spur-new-business-along-i-35w-in-northeast-fort-worth/>

Fluor, Balfour Beatty team up again for \$1.7B project along I-635 LBJ East

The Texas Department of Transportation has awarded a joint venture between Fluor Corp. (NYSE: FLR) and Balfour Beatty Infrastructure Inc. the design and construction of the I-635 LBJ East Project in Dallas.

The project is expected to improve capacity, operational efficiency and safety around north and east Dallas from east of U.S. Highway 75 to I-30 along a portion of the I-635 loop. The key commuter corridor carries more than 200,000 vehicles each day, according to a news release from Irving-based Fluor.

Substantial completion for the project is anticipated in the second half of 2024.

The work for the project includes widening and full reconstruction of about 11 miles of I-635 at the LBJ Freeway, in addition to creating a new general-purpose lane in each direction and rebuilding the existing managed lane. Significant reconstruction and improvements to the I-30 interchange and a section of I-30 from west of Gus Thomasson Road to east of N. Galloway Avenue are also part of the scope of the project.

Continuous frontage roads and intersection improvements for the frontage roads and cross streets to improve efficiency is also within the scope of the project. The joint venture also plans to design and construct a signature bridge at the intersection of Skillman Street and Audelia Road.

The joint venture between Fluor and Balfour Beatty will provide about 500 jobs for craft workers at the peak of construction.

The contract holds an option for capital maintenance services following the construction of the project.

The two companies have collaborated in the past. For instance, TxDOT awarded the joint venture the \$625 million roadway reconstruction and improvement project along 35E and U.S. 67 at the southern gateway of Dallas.

<https://www.bizjournals.com/dallas/news/2019/05/31/fluor-balfour-beatty-i-635-lbj-east.html>

New AllianceTexas hub of Mercedes-Benz Financial reflects 'cultural modernization'

By Paul O'Donnell, Dallas Morning News

Mercedes-Benz Financial Services USA's new business hub in Fort Worth is only about a mile from its old one. But the new 200,000-square-foot building represents more than a simple office move for the financial arm of the German automaker.

"We ... believe our workplace must be reflective of our high brand standards and the cultural modernization of our company," said Peter Zieringer, president and CEO of Mercedes-Benz Financial Services. It's "an investment in our talented workforce, in the transformation of our company and in ... how we deliver world-class service to our customers and dealers."

Zieringer and other company leaders joined with project partners and local officials Thursday to celebrate the business center's opening in Ross Perot Jr.'s AllianceTexas development.

Mercedes-Benz Financial Services has called AllianceTexas home since 2007, when it centralized operations from several locations throughout the U.S. The company said the new business center retains 900 direct and indirect jobs in Fort Worth.

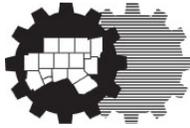
AllianceTexas is a 26,000-acre business corridor with nearly 50,000 workers, 44 million square feet of development and over \$8 billion in private investment.

Mercedes-Benz's four-story building is loaded with technology, from facial recognition software that greets employees and guests to sensors in meeting rooms for tracking real-time usage metrics. Artwork from artists at Southern Methodist and Texas Christian universities is displayed throughout.

It's also packed with amenities, both inside and out. Inside, the building includes an on-site fitness center, restaurant-quality cafe and nap pods. Outside, the surrounding grounds include a basketball court, trails and covered areas for group meetings.

Dallas-Fort Worth area is home to at least half a dozen large auto-financing firms, including Capital One Auto Finance in Plano, GM Financial in Fort Worth, Santander Consumer USA in Dallas and Exeter Finance in Irving.

<https://www.dallasnews.com/business/business/2019/05/30/new-alliancetexas-hub-mercedes-benz-financial-reflects-cultural-modernization>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Public to Hear Planning, Active Transportation Updates May 13

Region allocated \$8M for bicycle-pedestrian improvements

May 9, 2019 (Arlington, Texas) — The North Central Texas Council of Governments will host a public meeting in May to provide updates on several transportation planning efforts across the region.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 p.m. Monday, May 13.

The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the fiscal year 2020 and fiscal year 2021 UPWP will be presented for public review and comment.

Additionally, staff will present a recommended summary of projects to receive funding as part of a 2019 Transportation Alternatives Set-Aside Program Call for Projects. The 12-county Dallas-Fort Worth area has been allocated approximately \$8 million to be awarded to transportation alternatives projects. Among the eligible projects are: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and pedestrian and bicycle infrastructure associated with projects that will improve safety.

The National Highway System is a network of nationally significant roadways that support the movement of people and goods among population centers, international border crossings, major military installations and intermodal facilities. In 2018, the Federal Highway Administration initiated a universal review of the NHS for the first time since its inception. Draft recommendations for the Dallas-Fort Worth area from this review will be presented.

Proposed modifications to the FY2018 and FY2019 UPWP will be available online for review and comment. Educational material and information on how to report a smoking vehicle is available upon request. The Regional Smoking Vehicle Program allows North Texans to help improve air quality by anonymously reporting vehicles emitting visible smoke and pollution.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details

Monday, May 13, 2019, 6 p.m.

North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [NCTCOG.org/trans](https://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit <https://www.nctcog.org/trans/about/news>.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#

Transportation Alternatives Set-Aside Program

2019 Call for Projects Recommendations
for the North Central Texas Region

Regional Transportation Council

June 13, 2019

Kevin Kokes, AICP



**North Central Texas
Council of Governments**

What is the Transportation Alternatives Set-Aside Program?

- Similar to the previous Transportation Alternatives Program (TAP) and Transportation Enhancements (TE)
- Requires states to sub-allocate to areas based on population
- MPOs serving urbanized areas with populations over 200,000 are responsible for selecting projects through a competitive process



Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets



Federal Funding Allocation for Fiscal Year 20

	Western Region (Fort Worth District) (34%)	Eastern Region (Dallas District) (66%)	Total
TA Set-Aside Funds Available	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000

Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Mobility	20	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Congestion Reduction	10	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling.
Destination Density	5	Provides access to areas with a high density of major employers and destinations.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.
Equity	5	Improves access to disadvantaged populations and underserved communities.
Local Network Connectivity	5	Implements locally planned priorities.

Additional Considerations

Category	Scoring	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community and local match.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.



2019 TA Set-Aside Applications Received and Requested Federal Funding

	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Total Number of Applications Received	13	16	29
Federal Funding Requested	\$ 13,344,691	\$ 20,603,864	\$ 33,948,555
Federal Funding (FY 20) Available	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000
Requested Funding Exceeding Available Funding	\$ 10,643,731	\$ 15,360,824	\$ 26,004,555



TA Set-Aside Funding Recommendations – Fort Worth District

	Nominating Entity	Project Name	Recommended TA Set-Aside Funds (FY20)
1	City of Grapevine ¹	Cotton Belt Trail Segment 2	\$ 1,923,024
2	City of Grapevine	Cotton Belt Trail Segment 1	\$ 777,936
Total			\$ 2,700,960

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

 = Highlighted project indicates reduced recommended federal funding based on availability and increased local match.

TA Set-Aside Funding Recommendations – Dallas District

	Nominating Entity	Project Name	Recommended TA Set-Aside Funds (FY20)	Recommended TA Funds (FY 21) ²
1	City of Plano ¹	Cotton Belt Trail Segment 26	\$ 1,700,718	\$ 0
2	City of Richardson ¹	Cotton Belt Trail Segment 21	\$ 460,851	\$ 0
3	City of Dallas ¹	Cotton Belt Trail Segments 18 and 20	\$ 2,419,157 ³	\$ 0
4	City of Coppell ¹	Cotton Belt Trail Segment 3	\$ 662,314 ³	\$ 1,567,454 ³
5	Dallas County	Harry Hines Multimodal Connection	\$ 0	\$ 2,399,747
Total			\$ 5,243,040	\$ 3,967,201

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

² = TA funds (FY 21) will be utilized assuming authorization as part of the next federal transportation bill. If not available it will be backfilled with CMAQ.

³= 929,785 Policy Bundle Transportation Development Credits requested and recommended to award.

Recommended Funding

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total Federal	Local Match	Grand Total
TA Set-Aside Funds (FY 20) Recommended	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000	\$ 2,599,744	\$ 10,543,744
TA Funds (FY 21) Recommended ¹	\$ 0	\$ 3,967,201	\$ 3,967,201	\$ 599,937	\$ 4,567,138
Total Recommended TA Set-Aside Funding	\$ 2,700,960	\$ 9,210,241	\$ 11,911,201	\$ 3,199,681	\$ 15,110,882

¹ TA funds (FY 21) will be utilized assuming authorization as part of the next federal transportation bill. If not available it will be backfilled with CMAQ.

Schedule

Milestone	Date
✓ Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	11/14/18
✓ Surface Transportation Technical Committee (STTC) – Info on CFP	12/07/18
✓ Regional Transportation Council (RTC) – Info on CFP	12/13/18
✓ Call for Projects Opens	12/17/18
✓ Deadline for Meetings to Review Applications for Completeness	2/8/19
✓ Call for Projects Closes	3/01/19, 5 PM
✓ Resolutions Due (If not included with the Application)	3/29/19, 5 PM
✓ Review of Projects / Scoring by NCTCOG	March–April 2019
✓ Public Meetings	May 13, 2019
✓ Surface Transportation Technical Committee (STTC) – Action on Selected Projects	5/24/19
→ Regional Transportation Council (RTC) – Action on Selected Projects	6/13/19
Individual Meetings with TxDOT District Staff	June–July 2019
Submittal Deadline for Transportation Improvement Program (TIP) Modifications (November 2019 Cycle)	7/26/19
Approval of Statewide Transportation Improvement Program (STIP)	November / December 2019

Requested Action

RTC Approval of:

- The proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects, as provided in Reference Item 4.2.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.



Contact Information

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DRAFT

**2019 Transportation Alternatives Set-Aside Program Call for Projects (FY 20)
Fort Worth TxDOT District**

#	Nominating Entity	Project Name	1. Regional Network Connectivity (25 Points)		2. Mobility (20 Points)		3. Safety (15 Points)		4. Reducing Barriers (10 Points)		5. Congestion Reduction (10 Points)		6. Destination Density (5 Points)		7. Air Quality Benefit (5 Points)		8. Equity (5 Points)		9. Local Network Connectivity (5 Points)		10. Project Readiness and Other Factors (20 Points)		11. Project Innovation (5 Points)		Project Score (125 Points Max)		Requested Funding				Recommended Funding			
			TA Set-Aside Federal Funding	Local Match	Transportation Development Credits	Total	TA Set-Aside Federal Funding (FY 20)	Local Match	Transportation Development Credits	Total																								
1	City of Grapevine ¹	Cotton Belt Trail Segment 2	24	High	18	High	6	Medium	10	High	3	Low	1	Low	2	Medium	0	Low	5	High	17	High	3	Medium	89	\$ 1,923,024	\$ 480,756	-	\$ 2,403,780	\$ 1,923,024	\$ 480,756	-	\$ 2,403,780	
2	City of Grapevine	Cotton Belt Trail Segment 1	23	High	18	High	6	Medium	8	High	4	Medium	2	Medium	1	Low	0	Low	5	High	17	High	3	Medium	87	\$ 796,965	\$ 199,241	-	\$ 996,206	\$ 777,936	\$ 218,270	-	\$ 996,206	
TOTAL RECOMMENDED																									\$ 2,719,989	\$ 679,997	-	\$ 3,399,986	\$ 2,700,960	\$ 699,026	-	\$ 3,399,986		
Projects Not Recommended for Funding																																		
3	City of Weatherford	Town Creek Hike and Bike Trail Phase III	12	Low	0	Low	8	Medium	1	Low	4	Medium	4	High	1	Low	1	Low	5	High	5	Low	1	Low	42	\$ 768,546	\$ 204,297	-	\$ 972,843					
4	City of Arlington	Trail Connection/Safe Routes to School Plan	13	Medium	0	Low	6	Medium	0	Low	1	Low	3	Medium	1	Low	1	Low	5	High	6	Medium	0	Low	36	\$ 869,937	\$ -	173,987	\$ 869,937					
5	City of Hurst	SH 10 Trail	5	Low	0	Low	6	Medium	0	Low	4	Medium	2	Medium	2	Medium	1	Low	5	High	8	Medium	0	Low	33	\$ 632,000	\$ 158,000	-	\$ 790,000					
6	City of Benbrook	Dutch Branch Park Pedestrian/Bicycle Access	6	Low	0	Low	6	Medium	8	High	1	Low	1	Low	1	Medium	0	Low	1	Low	5	Low	0	Low	29	\$ 2,005,703	\$ 501,426	-	\$ 2,507,129					
7	City of Colleyville	Cotton Belt to Pleasant Run Trail	13	Medium	0	Low	2	Low	0	Low	3	Low	3	Medium	1	Low	0	Low	5	High	0	Low	0	Low	27	\$ 733,094	\$ 183,273	-	\$ 916,367					
8	City of Colleyville	Stillwater to Pleasant Run Trail	9	Low	0	Low	2	Low	4	Medium	3	Low	1	Low	1	Low	0	Low	4	Medium	0	Low	0	Low	24	\$ 898,128	\$ 224,532	-	\$ 1,122,660					
9	City of Colleyville	John McCain West Trail to SH 26	10	Low	0	Low	6	Medium	0	Low	3	Low	2	Medium	1	Low	0	Low	0	Low	0	Low	0	Low	22	\$ 601,084	\$ 150,271	-	\$ 751,355					
10	City of Colleyville	Pleasant Run to Forest Meadow Trail	5	Low	0	Low	2	Low	4	Medium	2	Low	1	Low	1	Low	0	Low	5	High	0	Low	0	Low	20	\$ 681,902	\$ 170,476	-	\$ 852,378					
11	City of Colleyville	Bedford to Bransford Trail	5	Low	0	Low	2	Low	0	Low	4	Medium	3	Medium	1	Low	0	Low	0	Low	0	Low	0	Low	15	\$ 851,853	\$ 212,963	-	\$ 1,064,816					
Ineligible Projects																																		
	City of Colleyville	Bedford to Nature Center Trail	Project is not eligible. Application lacks required documentation for TxDOT District Engineer Letter of Consent.																						\$ 1,305,401	\$ 326,350	-	\$ 1,631,751						
	City of Fort Worth	Daggett Middle School Safe Routes to School	Project is not eligible. Application lacks required documentation for adopted Resolution certifying local match and funding commitment.																						\$ 2,045,600	\$ -	409,120	\$ 2,045,600						
TOTAL REQUESTS RECEIVED																									\$ 13,344,691	\$ 2,607,288	\$ 583,107	\$ 15,951,979						

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

Highlighted project indicates reduced recommended federal funding based on availability and increased local match.

DRAFT

**2019 Transportation Alternatives Set-Aside Program Call for Projects (FY 20)
Dallas TxDOT District**

#	Nominating Entity	Project Name	1. Regional Network Connectivity (25 Points)		2. Mobility (20 Points)		3. Safety (15 Points)		4. Reducing Barriers (10 Points)		5. Congestion Reduction (10 Points)		6. Destination Density (5 Points)		7. Air Quality Benefit (5 Points)		8. Equity (5 Points)		9. Local Network Connectivity (5 Points)		10. Project Readiness and Other Factors (20 Points)		11. Project Innovation (5 Points)		Project Score (125 Points Max)	Requested Funding				Recommended Funding				
			TA Set-Aside Federal Funding	Local Match	Transportation Development Credits	Total	TA Set-Aside Federal Funding (FY20)	TA Federal Funding (FY21) ²	Local Match	Transportation Development Credits ³	Total																							
1	City of Plano ¹	Cotton Belt Trail Segment 26	23	High	20	High	10	Medium	10	High	6	Medium	5	High	3	Medium	2	Medium	5	High	20	High	3	Medium	107	\$ 1,700,718	\$ 1,700,718	-	\$ 3,401,436	\$ 1,700,718	\$ -	\$ 1,700,718	-	\$ 3,401,436
2	City of Richardson ¹	Cotton Belt Trail Segment 21	23	High	20	High	9	Medium	3	Low	8	High	5	High	3	Medium	4	High	5	High	19	High	3	Medium	102	\$ 460,851	\$ 200,000	-	\$ 660,851	\$ 460,851	\$ -	\$ 200,000	-	\$ 660,851
3	City of Dallas ¹	Cotton Belt Trail Segments 18 and 20	23	High	15	Medium	9	Medium	10	High	8	High	3	Medium	5	High	3	Medium	5	High	15	High	3	Medium	99	\$ 2,419,157	\$ -	483,831	\$ 2,419,157	\$ 2,419,157	\$ -	\$ -	483,831	\$ 2,419,157
4	City of Coppell ¹	Cotton Belt Trail Segment 3	24	High	15	Medium	8	Medium	10	High	5	Medium	2	Medium	2	Medium	1	Low	5	High	15	High	3	Medium	90	\$ 2,229,768	\$ -	445,954	\$ 2,229,768	\$ 662,314	\$ 1,567,454	\$ -	445,954	\$ 2,229,768
5	Dallas County	Harry Hines Multimodal Connection	10	Low	20	High	14	High	10	High	6	Medium	5	High	4	High	5	High	2	Medium	10	Medium	3	Medium	89	\$ 2,399,747	\$ 599,937	-	\$ 2,999,684	\$ -	\$ 2,399,747	\$ 599,937	-	\$ 2,999,684
TOTAL RECOMMENDED																									\$ 9,210,241	\$ 2,500,655	929,785	\$ 11,710,896	\$ 5,243,040	\$ 3,967,201	\$ 2,500,655	929,785	\$ 11,710,896	
Projects Not Recommended for Funding																																		
6	Dallas County	Fair Park/East Dallas Trail Phase I	12	Low	18	High	10	Medium	3	Low	8	High	5	High	4	High	5	High	4	Medium	12	Medium	2	Medium	83	\$ 1,311,000	\$ 874,000	-	\$ 2,185,000					
7	City of Dallas	Community Drive (Denton Drive to Northwest Highway)	10	Low	18	High	11	High	0	Low	6	Medium	3	Medium	4	High	5	High	5	High	18	High	2	Medium	82	\$ 2,719,056	\$ 679,764	-	\$ 3,398,820					
8	City of Dallas	SoPac Trail Access and Safety Enhancements	18	Medium	11	Medium	11	High	0	Low	7	High	3	Medium	0	Low	4	High	5	High	18	High	4	High	81	\$ 972,861	\$ 324,287	-	\$ 1,297,148					
9	City of Dallas	Five Mile Creek Trail	19	Medium	7	Low	9	Medium	4	Medium	4	Medium	3	Medium	2	Medium	4	High	5	High	18	High	2	Medium	77	\$ 2,000,011	\$ 500,003	-	\$ 2,500,014					
10	City of Coppell	Cotton Belt Trail Segment 6 - Mockingbird Section	23	High	15	Medium	9	Medium	0	Low	3	Low	2	Medium	1	Low	0	Low	5	High	15	High	2	Medium	75	\$ 614,544	\$ -	122,909	\$ 614,544					
11	City of Dallas	Trinity Skyline Trail Link	23	High	11	Medium	6	Medium	4	Medium	5	Medium	2	Medium	4	High	4	High	5	High	8	Medium	0	Low	72	\$ 1,600,016	\$ 400,004	-	\$ 2,000,020					
12	City of McKinney	Wilson Creek Greens Trail	12	Low	0	Low	6	Medium	10	High	2	Low	3	Medium	1	Low	3	Medium	5	High	8	Medium	0	Low	50	\$ 628,874	\$ 157,218	-	\$ 786,092					
13	City of Seagoville	Malloy Bridge Road Sidewalk	8	Low	11	Medium	5	Low	0	Low	1	Low	2	Medium	1	Low	3	Medium	0	Low	5	Low	0	Low	36	\$ 53,064	\$ 13,266	-	\$ 66,330					
14	City of Seagoville	Mathis Street Sidewalk	8	Low	11	Medium	5	Low	0	Low	1	Low	2	Medium	1	Low	2	Medium	0	Low	5	Low	0	Low	35	\$ 91,520	\$ 22,880	-	\$ 114,400					
Ineligible Projects																																		
	City of Carrollton	Cotton Belt Trail Segment 7	Project is not eligible. Application lacks required documentation for adopted Resolution certifying local match and funding commitment prior to submittal deadline.																						\$ 1,248,423	\$ 416,141	-	\$ 1,664,564						
	City of Frisco	FM 423 Trail Connection to The Colony	Project is not eligible. Application lacks required documentation for TxDOT District Engineer Letter of Consent.																						\$ 154,254	\$ 38,563	-	\$ 192,817						
TOTAL REQUESTS RECEIVED																									\$ 20,603,864	\$ 5,926,781	1,052,694	\$ 26,530,645						

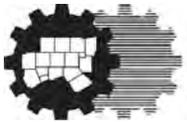
¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

² = TA funds (FY 21) will be utilized assuming authorization as part of the next federal transportation bill. If not available it will be backfilled with CMAQ.

³ = Policy Bundle Transportation Development Credits

Historical Joppa Neighborhood Improvements

Regional Transportation Council
June 13, 2019



Jeff Hathcock, Program Manager
NCTCOG Transportation Department



POLICIES



Mobility 2045:

BP3-002: Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.

EJ3-002: Balance transportation investment across the region to provide equitable improvements.

TSSF3-003: Implementation of programs, projects, and policies that assist in reducing serious injuries and fatalities across all modes of travel toward zero deaths. (Toward Zero Deaths – no fatalities across all modes of travel)

LOCATION



BACKGROUND

New Union Pacific Funded Rail Bypass Track being Constructed through the Miller Yard

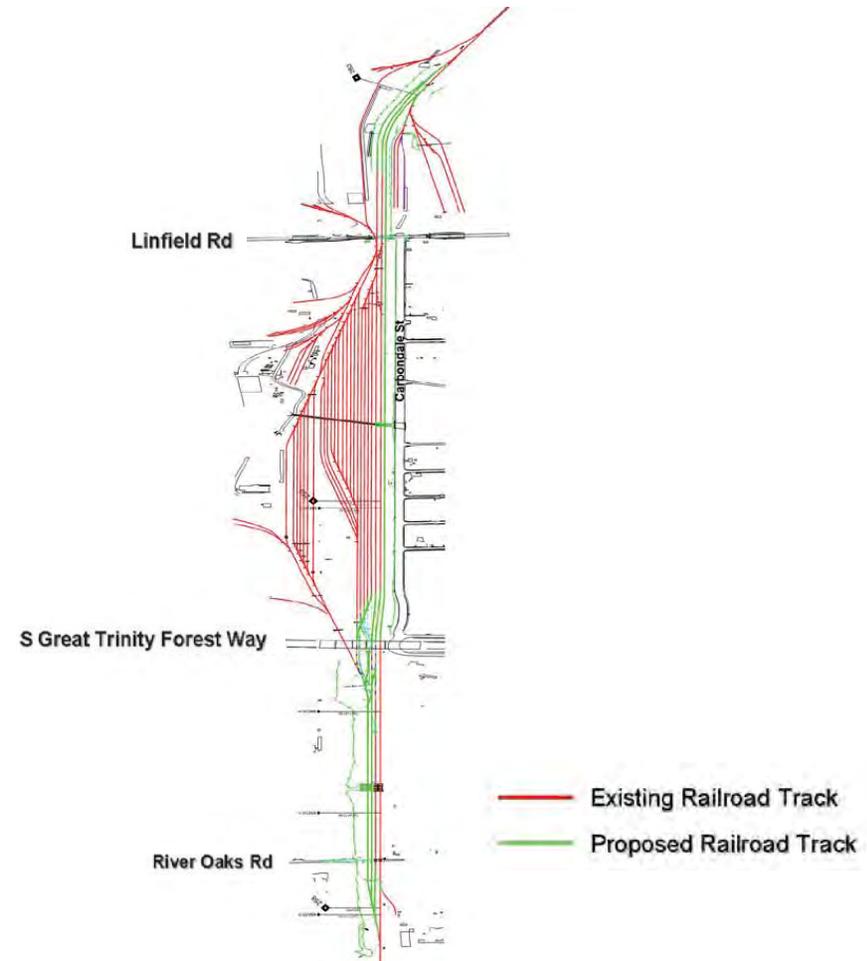
Current At-Grade Crossing on Linfield Road in addition to a Grade Separated Vehicular Bridge

Potential Safety Concern with Obstructed Sight Lines at Linfield Road At-Grade Crossing

Coordination with the City of Dallas and the Union Pacific Railroad has been ongoing since 2016

City of Dallas is proposing the Linfield Road At-Grade Crossing be Closed Based on Neighborhood Support Requiring Construction of a Pedestrian Bridge

Miller Yard Bypass Track



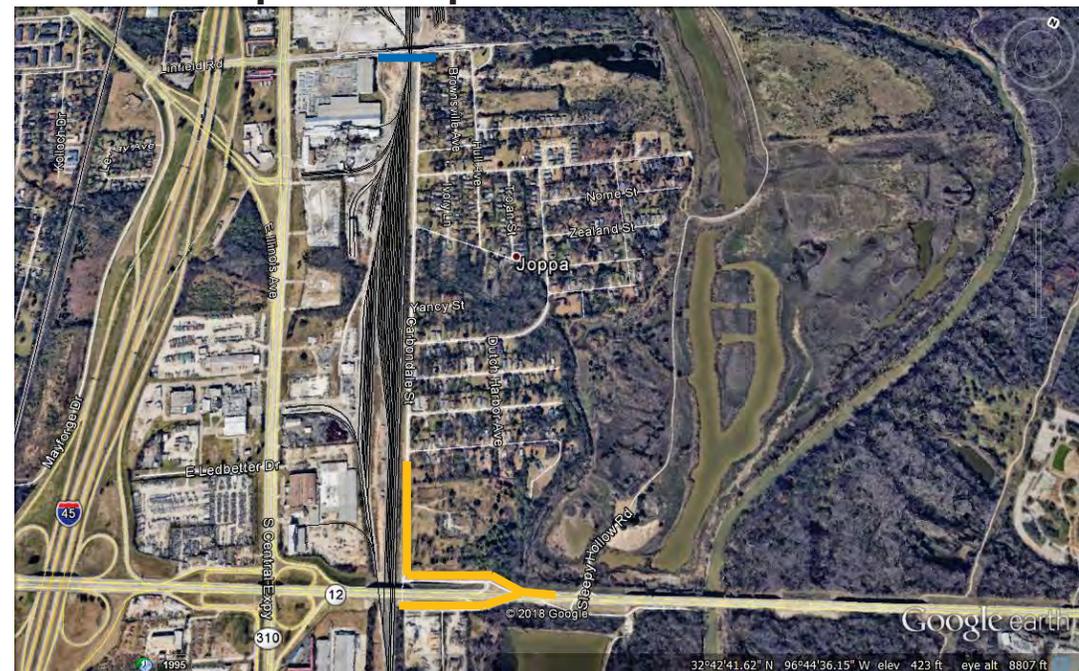
IMPROVEMENTS

Proposed Pedestrian Bridge over the Rail Line/Yard Adjacent to Linfield Road to Increase Safety and Mobility of Pedestrians

Loop 12 Intersection Roadway Improvements into the Neighborhood in Conjunction with Sidewalk Improvements on Loop 12

Discussions with TxDOT have been Held on the Loop 12 Improvements

Proposed Improvement Locations



- Loop 12 Improvements
- Pedestrian Bridge

FUNDING TOTALS (\$ IN MILLIONS)

Project	Agency	Amount
Bypass Track	UPRR	\$20.00
Pedestrian Bridge	RTC/City of Dallas	\$8.00
Loop 12 Improvements	RTC/TxDOT	\$1.25
Landscaping	UPRR	\$0.50
UP Funding for Ped Bridge*	UPRR	\$1.00
Transit Shelters	DART	TBD

*Funding Dependent on Crossing Closure

Project Improvements	RTC (Federal CMAQ)	City (TDC's)	TxDOT	Union Pacific	Total
Bike/Pedestrian Bridge**	\$7.00	\$0.60	\$0	\$1.00	\$8.00
Loop 12 Intersection	\$1.00	\$0.00	\$0.25	\$0	\$1.25

**Use of TDC's dependent upon federal rules, using Dallas Policy Bundle TDCs, & TDCs are not counted in the funding total, funding totals may be reduced to match eligible expenditures

ACTION REQUESTED

Staff Requests RTC Approval of:

- **The Funding Recommendation Identified on slide 6**
- **Amending the Transportation Improvement Program (TIP)/
Statewide TIP, and other Administrative/Planning Documents to
Include the Recommended Project and Funding**

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Clean Fleets North Texas 2019 Call for Projects

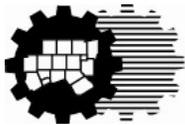
Regional Transportation Council

June 13, 2019

Lori Clark

DFW Clean Cities Coordinator

Program Manager



North Central Texas
Council of Governments



Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Funding Category	Amount
Remaining Funds from 2017 Award*	\$122,727
New Funds from 2018 Award**	\$1,110,350
Total Funds Available	\$1,233,077

Benefits Anticipated	Lifetime Impacts
Nitrogen Oxides (NO _x) Reductions	30.48 Tons
Particulate Matter Reductions	2.65 Tons

*Funds from 2017 Award Distributed Through Clean Fleets North Texas 2018 Call for Projects. Staff Proposes to Add Any Funds Released from Project Awards under the Clean Fleets North Texas 2018 Call for Projects to this Initiative.

**EPA Award Included \$39,789 for Staff Administration.

Project Eligibility

Eligible Applicants: Local Governments; Private Companies who Contract with Local Governments

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	(Both Natural Gas and Propane Engines Currently Available) 25% Cost for All Others

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis.

Proposed Eligibility and Selection Criteria

Eligibility Screens:

Fleet Policy Adoption

Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Risk & Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

NCTCOG Funds VS Volkswagen Funds*

NCTCOG Eligibility	Volkswagen Eligibility
All On-Road Vehicles Class 5 - 8	Class 4 - 7 Local Freight Trucks
	Class 8 Local Freight Trucks and Port Drayage Trucks
	Class 7 - 8 Refuse Vehicles
	School Buses
	Transit and Shuttle Buses
All Non-Road Equipment Operating >500 Hours/Year	Electric Forklifts and Port Cargo Handling Equipment
	Electric Airport Ground Support Equipment
	Ocean-Going Vessel Shore Power

*Both Programs Require All Old Vehicles/Equipment To Be Diesel-Powered.

Proposed Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	May 24, 2019
RTC Approval to Open CFP	June 13, 2019
CFP Opens	June 14, 2019
Kickoff Webinar	July 9, 2019, at 2 PM
Application Deadline	Friday, September 6, 2019 at 5 pm
Staff Funding Recommendations Finalized	Early November 2019
STTC Action	November/December 2019
RTC Action	December 2019
Executive Board Authorization	December 2019
If Needed, Reopen CFP on Rolling 90-Day Basis to Fully Award Funds	As Needed Beginning October/November 2019
Project Implementation Deadline	March 31, 2021

Action Requested

Requesting RTC Approval Of:

Call for Projects Details

Integrate Any Funds Released from Previous Call for Projects

Eligibility Screens

Selection Criteria

Schedule

If Needed, Reopen Call for Projects for Rolling 90-Day Windows to Fully Award Funds

May Relax Minimum Subaward Requirement

For More Information

Lori Clark

Program Manager
DFW Clean Cities Coordinator
817-695-9232
LClark@nctcog.org

Nancy Luong

Air Quality Planner
817-704-5697
NLuong@nctcog.org

Website

www.nctcog.org/aqfunding



SH 360 South Success: First Year Report

Construction by TxDOT (Nearing Project Transfer)

Operation by NTTA

Financial Risk by RTC

Positive Baseline and Trend (10.1M vs. 9M)

Significant Toll Tag Penetration (73.5%)

Trailblazing Pilot/Urban Design

Cross Streets Ultimate Design

Next Phase

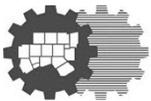
IH20 or Collector – Distribution

Monitoring SH 360/US 287 Interchange

STATUS UPDATE ON INTEGRATED TRANSPORTATION AND STORMWATER MANAGEMENT PROJECT

Regional Transportation Council
June 13, 2019

Michael Morris, P.E
Director of Transportation



North Central Texas Council of Governments



RETURN ON INVESTMENT

2017 “Natural Hazard Mitigation Saves” report by: National Institute of Building Sciences Institute, Multi-hazard Mitigation Council (MMC), at the direction of the U.S. Congress

Riverine flooding – for \$1 invested in mitigation strategies and higher standards (versus recovery from flooding actions), communities save \$5-7

Source: http://www.wbdg.org/files/pdfs/MS2_2017Interim%20Report.pdf



	National Benefit-Cost Ratio Per Peril <small>*BCR numbers in this study have been rounded</small>	Federally Funded	Beyond Code Requirements
	Overall Hazard Benefit-Cost Ratio	6:1	4:1
Riverine Flood		7:1	5:1
Hurricane Surge		Too few grants	7:1
Wind		5:1	5:1
Earthquake		3:1	4:1
Wildland-Urban Interface Fire		3:1	4:1

Table 1. Benefit-Cost Ratio by Hazard and Mitigation Measure.

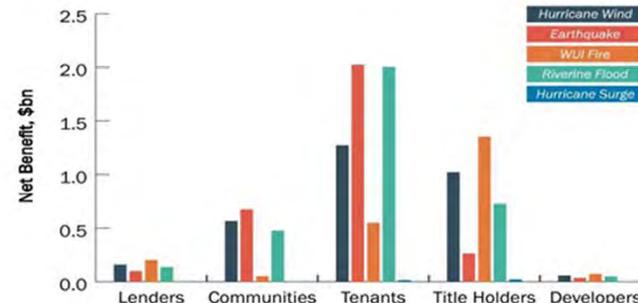
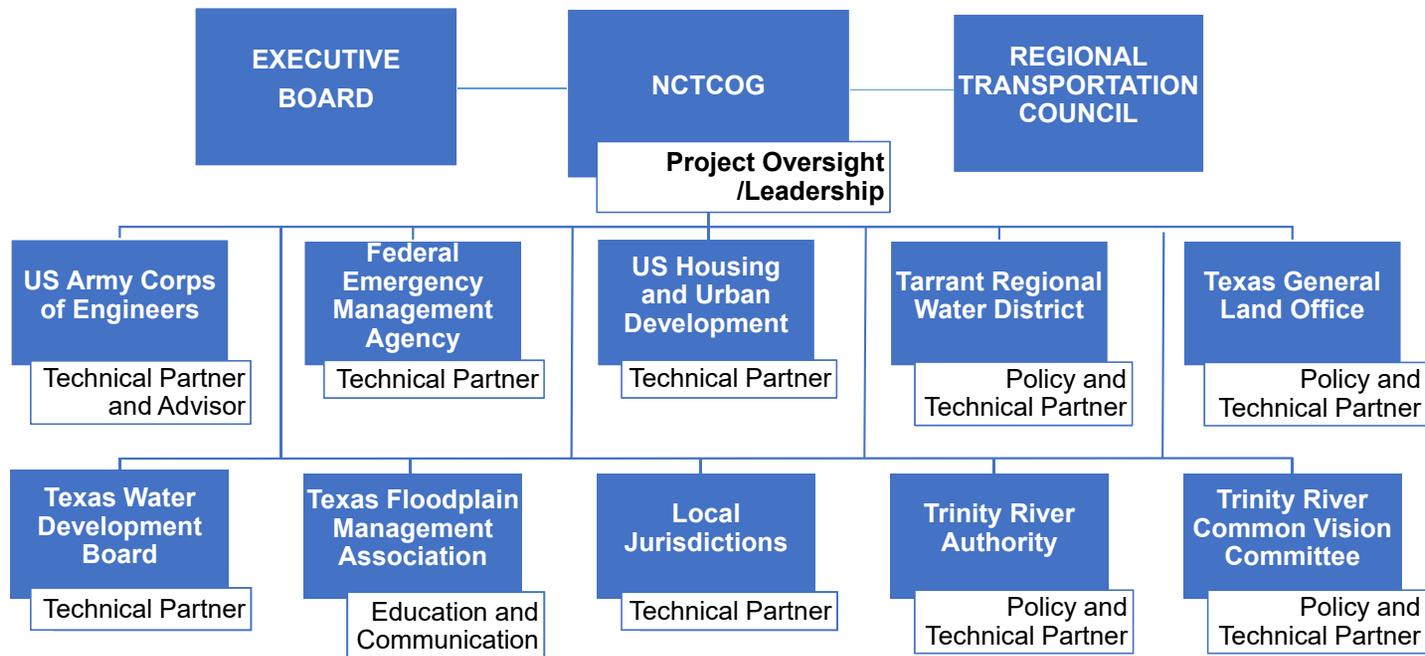


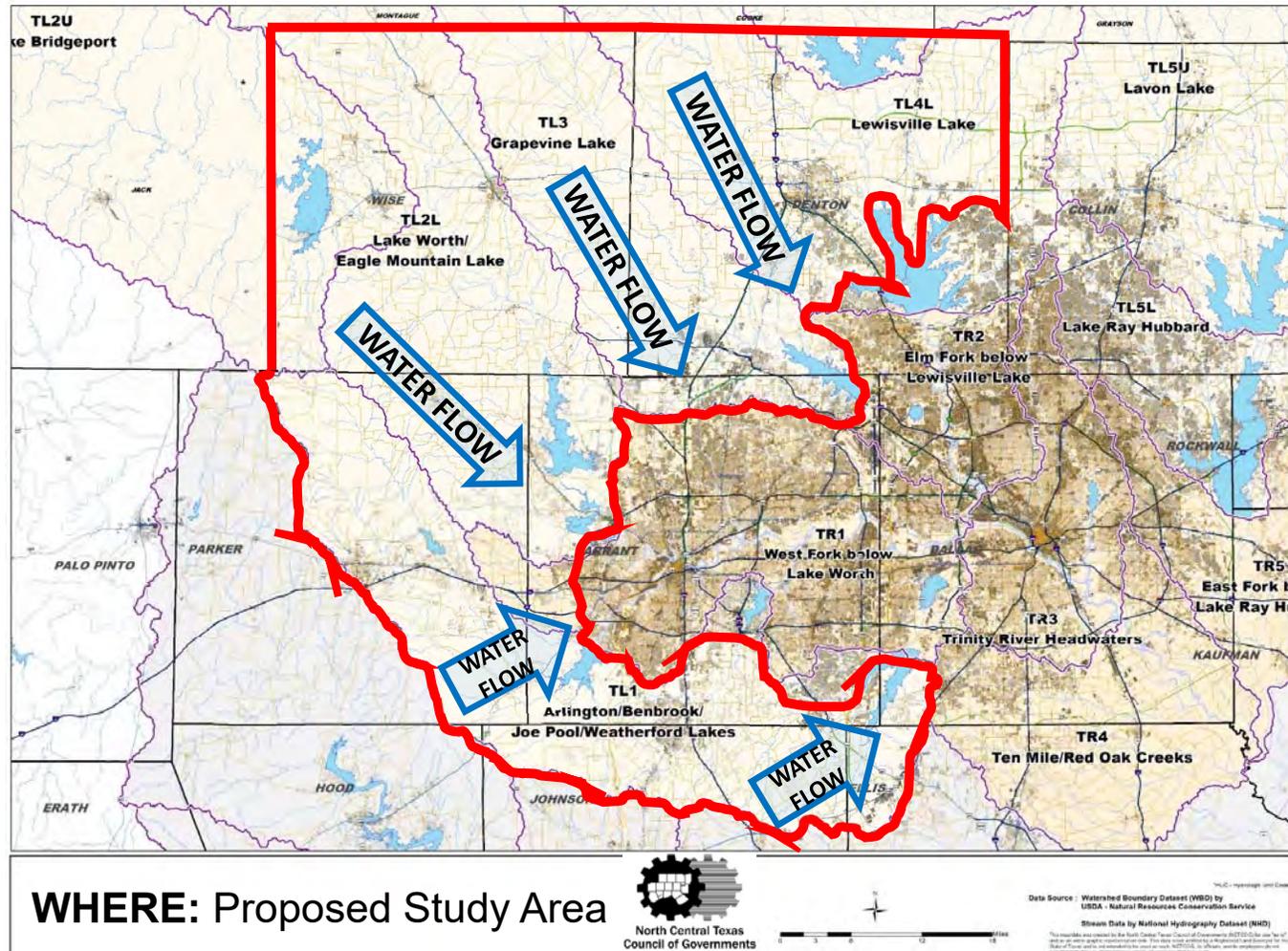
Figure 8. Stakeholder net benefits resulting from one year of constructing all new buildings to exceed select 2015 IBC and IRC requirements or to comply with 2015 IWUIC.

WHO: Project Team Members

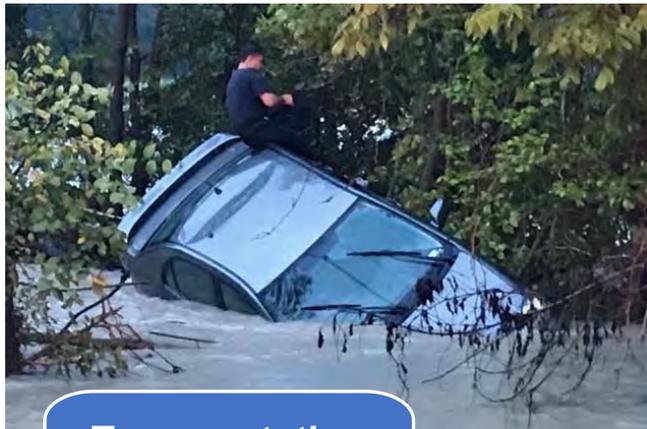
A working group of partners and stakeholders to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties



PRESERVING FLUVIAL GEOMORPHOLOGY



WHY: Comprehensive, collaborative planning will dissolve silos and improve delivery of consolidated, adaptive infrastructure *before* expected population growth makes addressing these issues more difficult and costly



DeSoto Fire Rescue



City of Waxahachie

Transportation Infrastructure and Safety

Stormwater Runoff



Teague Nail and Perkins, Inc.

Environmental Features and Tools

PREVENTION VS. RESPONSE

Transportation Infrastructure

Structure Elevation / Culverts / Model Growth

Mechanical Culverts?

Transportation “LEED” Certified (Ray Roberts / Lewisville)

Green Parkway Widths / Detention

Safety

Technology / Routing

Prioritization / Low Lying Facilities

Stormwater

Minimize / Reduce Downstream

Detention

Tools, Data, Experts

PREVENTION VS. RESPONSE CON'T.

Environmental Features

Tree Farms / Intentional Saturation
Filtration / Recharge

Wetland and Stream Bed Mitigation Banking

Environmental Stewardship as a Revenue Element

Mitigation Banking
Horse Farms
Eco-Tourism

CONTRIBUTIONS:

Partners are critical to making this possible

Texas General Land Office (GLO)	US Housing and Urban Development (HUD)	US Army Corps of Engineers (USACE)	Federal Emergency Management Agency (FEMA)	Texas Department of Transportation (TxDOT)	Texas Water Development Board (TWDB)	Regional Transportation Council (RTC)
\$	\$	\$	\$	\$	\$	\$

Project Funding Goal: \$10 Million

Project Has Begun With Getting the Money

Regional Transportation Council Attendance Roster
June 2018-May 2019

RTC MEMBER	Entity	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19
Tennell Atkins (09/17)	Dallas	A	A	P	A	A	A	A	P	P	A	P	P
Richard E. Aubin (06/18)	Garland	A(R)	P	P	P	P	P	P	P	P	A(R)	P	P
Sue S. Bauman (10/17)	DART	P	A	P	E	P	A	P	P	P	A	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	E(R)	P	E(R)	E(R)	P
Loyl Bussell (05/17)	TxDOT, FW	P	E	P	P	P	E(R)	P	E(R)	P	P	E(R)	P
Rickey D. Callahan (09/17)	Dallas	P	A(R)	P	P	P	E(R)	P	P	P	P	P	P
George Conley (07/18)	Parker Cnty	--	P	P	P	P	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	E(R)	P	P	P	E(R)	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	P	P	A	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	E	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	E(R)	P	E(R)	P	P	P	P	E	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)
George Fuller (07/17)	McKinney	P	E(R)	P	A	A	P	P	A(R)	A	A	A	P
Rick Grady (09/18)	Plano	--	--	--	P	P	A	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	--	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	A	E	P	P	P	P	P	P	E	P	P
Jim Griffin (06/18)	Bedford	P	P	E(R)	P	E(R)	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	E	P	A	P	P	P	P	P	A	A	P	E
Roger Harmon (1/02)	Johnson Cnty	P	P	P	E	E	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	A	P	P	A	E(R)	P
Ron Jensen (06/13)	Grand Prairie	A	P	P	E	E(R)	P	P	P	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	A(R)	P	A	P	P	P	P	P	A(R)	P	P
David Magness (06/13)	Rockwall Cnty	P	E	E	P	P	P	P	P	P	E	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	E(R)	P	P	P	P	E(R)	E(R)	P	E(R)
B. Adam McGough (07/16)	Dallas	A	P	P	A	P	E(R)	P	A(R)	P	P	P	P
William Meadows (02/17)	DFW Airport	A	P	A	E(R)	E(R)	P	E	P	E	E	P	E
Steve Mitchell (07/17)	Richardson	P	P	E(R)	P	P	P	E(R)	P	E(R)	P	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	P	A	E	P	A	P	P	P	E
Stan Pickett (06/15)	Mesquite	P	P	P	E(R)	E	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	A	P	P	P	P	P	P	P	E	P	P
Will Sowell (10/17)	Frisco	E(R)	A	P	P	E(R)	P	P	A	P	P	P	E(R)
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	P	A(R)	P	E(R)	E(R)	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	E(R)	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
June 2018-May 2019

RTC MEMBER	Entity	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19
Dennis Webb (8/18)	Irving	--	--	P	P	P	P	P	P	A	E(R)	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	P	P	P	E(R)	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	A	E(R)	P	P	P	E	E	E	P	E	E(R)
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	E	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	E(R)	E(R)	E	P	P	P	P	E(R)	P	E(R)
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	E	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
April 2018-April 2019

STTC MEMBERS	Entity	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19
Joe Atwood	Hood County	--	--	--	P	A	P	A	P	P	P	P	P
Antoinette Bacchus	Dallas County	A	A	A	A	A(R)	A	A	P	A	A	A	A
Melissa Baker	Irving	--	--	--	--	--	--	--	--	--	--	--	E
Micah Baker	Dallas County	A	P	P	P	A	P	P	P	A	P	A	P
Bryan Beck	Grapevine	P	A(R)	P	P	P	P	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	A	P	P	P	P	P	A	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	P	A	A	A	A	A	A	P	A	A
Shon Brooks	Waxahachie	--	--	--	--	--	--	--	--	--	--	--	P
Tanya Brooks	Fort Worth	--	--	--	--	--	--	--	--	--	P	A	P
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	P	P	A(R)	P
Ceason Clemens	TxDOT, Dallas	P	A	P	P	P	P	P	P	P	P	P	P
Robert Cohen	Southlake	A	A	P	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	R	P	A(R)	P	A	P	P	A	P	A	A	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	E	P	P	P	P
Hal Cranor	Eules	P	P	A	P	P	P	P	P	A	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	A	A	P	A	P	P
Pritam Deshmukh	Denton	--	--	--	--	--	--	--	P	P	R	P	P
Greg Dickens	Hurst	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)
David Disheroon	Johnson County	A	P	P	P	A	P	A	P	P	A	P	A
Phil Dupler	FWTA	P	P	P	A	P	P	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	P
Claud Elsom	Rockwall County	P	P	P	A	P	P	P	P	P	P	P	A
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	A	P	A(R)
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	A	P	P	P	P	A	P	P	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	P	A	P	P	P	P	P	P
Gary Graham	McKinney	P	A	P	P	P	A	P	A	A	A	A	P
Tom Hammons	Carrollton	A	P	A	A	P	A	A	A	A	A	P	P
Ron Hartline	The Colony	A	P	A(R)	A	A(R)	A(R)	A(R)	A	A	P	P	A(R)
Kristina Holcomb	DCTA	E	P	P	P	P	P	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	E	A	A	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	A(R)	A	P	P	P	A	P	P	P	P
Terry Hughes	Weatherford	P	P	P	P	P	P	A	P	P	P	P	P
Tony Irvin	DeSoto	--	--	--	--	--	--	P	P	A	P	A	A
Paul Iwuchukwu	Arlington	P	A	P	A	P	A	P	A(R)	P	P	A(R)	P
Kelly Johnson	NTTA	A	A	A	A	A	A(R)	A	A	A	A	P	A
Sholeh Karimi	Grand Prairie	A	A	A	P	A	A	P	A	P	P	P	P
Paul Knippel	Frisco	P	A	A	A	A(R)	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	P	P	A	P	P	A	A	A	P	A	A
Alonzo Liñán	Keller	P	P	A	P	P	P	A	P	P	P	P	P

P = Present A= Absent R = Represented
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jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
April 2018-April 2019

STTC MEMBERS	Entity	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19
Clay Lipscomb	Plano	--	--	--	--	--	--	--	--	--	P	A	P
Paul Luedtke	Garland	P	P	P	P	P	A(R)	P	A	P	P	A	P
Stanford Lynch	Hunt County	P	P	P	P	P	P	P	A(R)	P	P	P	A
Alberto Mares	Ellis County	P	P	A(R)	P	A(R)	P	P	P	A	P	P	P
Wes McClure	Mesquite	--	--	--	--	--	P	A(R)	P	P	P	P	A(R)
Laura Melton	Burleson	P	P	A	A	P	P	A	P	P	P	A	P
Brian Moen	Frisco	P	A	A	P	A	P	P	P	E(R)	P	P	P
Cesar Molina, Jr.	Carrollton	A	A	P	A	A	P	A	P	P	P	A	A
Mark Nelson	Richardson	--	--	--	--	--	--	--	P	P	P	E(R)	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	A	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	A	A	P	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	A	P	P	P	P	E
Dipak Patel	Lancaster	P	P	P	P	P	P	A(R)	A	P	P	A	P
Todd Plesko	DART	P	A	P	P	A	P	A	P	P	P	P	P
Shawn Poe	Richardson	--	--	--	--	--	--	--	P	P	R	P	E(R)
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	A
Bryan G. Ramey II	Duncanville	R	P	P	P	P	P	P	P	P	P	A	A(R)
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	P	P	P	A	P	A	A
Greg Royster	DFW Int. Airport	A	P	P	A(R)	E	P	P	P	P	P	P	P
Moosa Saghian	Kaufman County	P	A	P	A	P	P	P	A	P	A	P	P
David Salmon	Lewisville	P	A(R)	P	P	P	A(R)	P	P	P	P	A(R)	A(R)
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	P	P	P	P	P	A(R)	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	A	A	P	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	--	--	--	--	--	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	E	E	P	A	P	P	A	P	P	P	P	A
Chelsea St. Louis	Dallas	P	P	P	A	P	P	A	P	P	P	P	A
Cheryl Taylor	Cleburne	--	--	--	--	--	P	P	P	P	P	P	P
Caleb Thornhill	Plano	A	P	P	A	A	A	A	P	A	A	A	A
Matthew Tilke	McKinney	P	P	P	P	A	P	A	A(R)	P	P	P	A
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	--	P	P	P	A	A
Gregory Van Nieuwenhuize	Haltom City	P	A	P	P	P	P	P	P	P	P	A(R)	A(R)
Daniel Vedral	Irving	P	P	P	P	E	A	P	A(R)	P	P	A	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	A	A	A	P	P	A	P	A	A	A	A
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	P	P	P	P	A	P
John Wright	Greenville	A	P	P	P	P	A	A	A	P	A	E	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 26, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 26, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, James Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Clay Lipscomb, Paul Luedtke, Alberto Mares, Kimberly Garduno (representing Wes McClure), Laura Melton, Brian Moen, Mark Nelson, Jim O'Connor, Dipak Patel, Todd Plesko, Jim Lockart (representing Shawn Poe), John Polster, Athena Seaton (representing Bryan G. Ramey II), Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Cheryl Taylor, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Berrien Barks, Tara Bassler, Natalie Bettger, John Brunk, Lorena Carrillo, Angie Carson, Ryan Delmonte, Cody Derrick, Brian Flood, Mike Galizio, David Garcia, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Chris Hoff, Bethany Hyatt, Tim James, Yagnesh Jarmarwala, Mike Johnson, Gus Khankarli, Ken Kirkpatrick, Minh Le, April Leger, Mickey McGuire, Melissa Meyer, Mindy Mize, Collin Moffett, Michael Morris, Jeff Neal, Trey Pope, Jay Rames, Chris Reed, Kyle Roy, Samuel Simmons, Shannon Stevenson, Vivek Thimmavajhala, Ellen Throneberry, Mitzi Ward, Brendon Wheeler, Jeremy Williams, Amanda Wilson, and Jing Xu.

1. **Approval of March 22, 2019, Minutes:** The minutes of the March 22, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Activation of Traffic Signal at Canyon Falls Drive and Highway 377:** A recommendation for Regional Transportation Council approval of \$400,000 of Regional Toll Revenue-Denton County funds for a project that will activate and enhance an existing traffic signal, with Union Pacific Railroad preemption, at the intersection of Canyon Falls Drive and Highway 377 in the Town of Flower Mound was requested. A 20 percent local match of \$100,000 will be provided from the Town of Flower Mound and Denton County. Action also included a recommendation for Regional Transportation Council approval to administratively amend the Transportation Improvement Program and other planning/administrative documents as needed to incorporate this project.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Endorsement of Transportation Development Credits for Automated Vehicle 2.0 Program:** Tom Bamonte discussed approval of the Automated Vehicle (AV) 2.0 Program by the Regional Transportation Council (RTC) on October 11, 2018, which included adoption of a policy to equip all communities with the resources to partner effectively with potential AV developers deploying AV technology within the region. The use of Transportation Development Credits in lieu of local match for partners participating in the three projects of the AV 2.0 Program will help facilitate the approved policy. A motion was made to recommend Regional Transportation Council approval of the use of Transportation Development Credits in lieu of local match for local partners participating in the Automated Vehicle 2.0 Program. Mark Nelson (M); John Polster (S). The motion passed unanimously.
4. **Title VI Program 2019 Update:** Kate Zielke presented proposed updates to the Title VI Program for the North Central Texas Council of Governments (NCTCOG) Transportation Department. As a recipient of federal funds, NCTCOG must comply with Title VI of the Civil Rights Act of 1964 and an environmental justice executive order. These requirements guide NCTCOG's non-discrimination efforts as the Metropolitan Planning Organization and include environmental justice analysis, public involvement, and a number of other compliance topics detailed in Electronic Item 4. Requirements for the Title VI Program and the Metropolitan Planning Organization-specific requirements were highlighted including a demographic profile, mobility planning, and State and federal funding for transportation projects. The Title VI Program describes how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients, which is required for direct and primary recipients of Federal Transit Administration funding. The program is required to be updated every three years, and the most recent update of the Title VI Program was 2016. Ms. Zielke highlighted changes made for 2019 including updated complaint procedures, which have also been translated into Spanish. In addition, updated bylaws for the Regional Transportation Council and NCTCOG Executive Board have also been included. The timeline for the effort was reviewed, which includes a public involvement period that closed on April 3. She noted that no public comments have been received. The updated Title VI Program will be presented for action at the May Regional Transportation Council meeting. A copy of the draft document was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf, and a copy of the Public Participation Plan was provided at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf. A motion was made to recommend Regional Transportation Council approval of the Title VI Program 2019 Update. Bryan Beck (M); John Polster (S). The motion passed unanimously.
5. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented information on the 2020 Unified Transportation Program and the Regional 10-Year Plan update. The Regional 10-Year Plan primarily includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds and this effort will be the third update since the original plan was approved by the Regional Transportation Council (RTC) in December 2016. Since the last updated in August 2018, the Texas Department of Transportation (TxDOT) has been working to develop the 2020 UTP and North Central Texas Council of Governments (NCTCOG) staff have been working with the local TxDOT districts on updates to existing projects and potential new projects. Projects have been scored for inclusion in the UTP and projects proposed for the Regional 10-Year Plan update were classified into five groups: 1) projects approved by the RTC that have also been approved in the UTP, 2A) projects approved by the RTC that have not been approved in the UTP, 2B) projects that are being proposed for the first time for RTC approval, 3) proposed projects that need funding to advance

preconstruction activities such as right-of-way acquisition, and 4) projects proposed to be removed from the 10-year Plan project list, funded with other sources, or are future candidates for funding. Details of the scoring process highlighted at the March 26 meeting were provided in Electronic Item 5.3. Regarding the corridor preservation program, Mr. Dell noted that based on input received from TxDOT Austin, staff proposed to change the funding source of the associated projects from Category 2 to Category 7 (Surface Transportation Program Block Grant). The timeline for this effort was reviewed, with action requested at this month's Committee meeting and the May RTC meeting. The proposed list of projects was provided in Electronic Item 5.1, and Electronic Item 5.2 included additional information about the process. Michael Morris spoke on the partnership with the Texas Transportation Commission (TTC). He noted discussions between the TTC and TxDOT districts' staffs and recent changes to the way the TTC may wish to partner on funding projects. An overview was provided of the current partnership in which the RTC funds projects such as Farm to Market roads, tolled facilities, and capital maintenance while the TTC/TxDOT funds projects using Category 4, Category 12, and Clean Lanes with some input from the RTC. Based on feedback received in recent meetings, the preferred partnership method between the RTC and TTC may be different with RTC proposing funding for its priority projects so that the TTC understands the priority. He noted that a meeting was scheduled for later in the year to discuss maximizing Category 12 commitments. Flexibility from the Committee to move the same projects across the goal line but potentially using a different blend of funding was requested to maximize the partnership with the TTC. He noted that part of the Metropolitan Planning Organization's (MPO) responsibility is to clearly communicate with the TTC and TxDOT the federal responsibilities of the MPO and why the original partnership was selected. John Polster discussed the statement included in the presentation that county allocations will be reconfirmed. He asked if the funding per county will remain relatively the same but could potentially be a mix of different funding categories. Mr. Dell noted that he was correct. Mr. Polster also asked if agencies should assume that the RTC remains committed to the projects included on the Regional 10-Year Plan. Mr. Morris noted he was correct. The RTC remains committed to the projects funded through the action in December 2016. He noted that a small portion of the original Category 12 allocations remain unfunded. If the TTC does not choose to fund the commitments from December 2016 with Category 12 funds, then staff will move forward to propose alternate funding for these commitments. A motion was made to recommend Regional Transportation Council approval of the proposed 2019 Regional 10-Year Plan project list with flexibility to move funding between projects as negotiations continue with the Texas Department of Transportation. Action also included a recommendation for RTC approval to amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as needed. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Overview of 2018 Bicycle and Pedestrian Annual Traffic Count Report:** Daniel Snyder provided an overview of data from the 2018 Bicycle and Pedestrian Traffic County Report. He highlighted the count equipment installed on shared-used paths (trails) in the region and noted that the report includes data from counters installed in Allen, Dallas, Denton, Fort Worth, North Richland Hills, and Plano along the Regional Veloweb in areas near employment centers, transit, schools, and major destinations in both urban and suburban settings. Data for both pedestrian and bicyclists was reviewed, with the dominate mode often an indicator of the surrounding land use and level of density. Areas with mixed-use developments or destinations within short distance feature higher pedestrian activity. Bicyclist frequently travel longer distances. Mr. Snyder noted that the data also provides insight on the effects of precipitation on the amount of walking and bicycling in the region,

with data reflecting a large decrease in counts for both modes of travel during the fall when the region experienced a significant amount of rain. Other count data includes activity levels by days of the week, seasons, and others. Mr. Snyder noted that over the past 1.5 years, North Central Texas council of Governments has participated in a Texas Department of Transportation funded research project on bicycle and pedestrian data collection carried out by the Texas Transportation Institute. A statewide count program portal for active transportation in cities across the state was released and available at <https://mobility.tamu.edu/bikepeddata/>. He also noted that additional information about the bicycle and pedestrian data, as well as the 2018 report, is available online at www.nctcog.org/bikepedcountdata.

7. **Legislative Update:** Nicholas Allen provided an update on federal legislative items. He noted that Representative Collin Allred from the region was named Vice Chair of the House Subcommittee on Railroads, Pipelines, and Hazardous Materials. Also, Nicole Nason was confirmed as Administrator of the Federal Highway Administration. In addition, he noted that the 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program has been announced, with \$900 million in competitive awards available for surface transportation projects. Applications are due July 15, and more information will be provided to members at the May Committee meeting. Mr. Allen also provided an update for the Texas Legislature. Upcoming deadlines occurring over the next few weeks were highlighted, with the last day of the current legislative session on May 27. Regarding the State budget, there is currently a \$3 billion difference between the House and Senate versions. He noted that the House version is more consistent with the Regional Transportation Council (RTC) Legislative Program. Budget conferees have been selected to work out the differences in the budget bills. High-speed rail bills were heard in a House transportation subcommittee, all of which were anti high-speed rail. Much of the testimony revolved around land owners who could be affected by the corridor developments that would be made by Texas Central Partners, and most of the criticism was regarding eminent domain authority. All bills were left pending. HB 1951 was heard in a House transportation tolling subcommittee. In its original form, this bill was likely the most offensive to the RTC Legislative Program. A subcommittee substitute was recently filed that is less offensive and, if passed, would have significant implications for all Comprehensive Development Agreements in the State of Texas. Highlights from other bills of interest included SB 531 that would extend the sunset date for the Texas Emissions Reduction Plan (TERP) by two years. SB 692 would extend the sunset date for Proposition 1 funding to 2034. HB 3745 could make accessing TERP funds simpler and proposes that a fund consisting of money raised under TERP be created. He noted that staff will continue to provide a summary of bills to members by email throughout the legislative session.
8. **2019 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell noted that representatives from agencies with Metropolitan Planning Organization Milestone Policy projects that were granted an extension last fall would provide a status update on their projects. In November 2018, the Regional Transportation Council (RTC) approved an extension on MPO Milestone Policy projects that did not meet their initial deadline of Fiscal Year 2018. Surface Transportation Technical Committee Vice Chair Bryan Beck requested that a status update be provided in April 2019. Details on the Milestone Policy and the updated status of the five projects granted an extension were provided in Electronic Item 8.1. A list of the projects that did not meet their deadline were provided in Electronic Item 8.2. Ceason Clemens, Texas Department of Transportation Dallas District, noted that the three Dallas District projects let earlier in April and construction should begin in the new few months. Micah Baker from Dallas County noted that the County is working to schedule

the bid date for its project which is anticipated in June 2019. Pritam Deshmukh, City of Denton, noted that the City has started Phase 1 of the project which is currently under construction. He added that the remaining two phases will both let by September 2019.

9. **2021-2024 Transportation Improvement Program Development:** Brian Dell provided an overview of efforts related to development of the 2021-2024 Transportation Improvement Program (TIP). The TIP is a regional inventory of projects funded with various regional, local, federal, and State sources that is developed every two years. Development of the new TIP begins with a review of all existing projects and additional locally funded projects with implementing agencies. North Central Texas Council of Governments (NCTCOG) staff will solicit necessary revisions to project scopes, schedules, and funding. Staff will then develop revised project listings that will be financially constrained against the available estimated revenue in the latest Unified Transportation Program. A Mobility Plan and air quality review will then be conducted. Information will then be presented for public review and comment and brought back to the Committee and the Regional Transportation Council prior to the final project listing submittal to partners. NCTCOG staff will begin meeting with local partners in person or by conference call to receive input and updates on projects. Attendees should include project managers that can provide status of the projects and fiscal managers that can provide information on expenditures and invoicing. Texas Department of Transportation (TxDOT) staff will be available to help with questions on project details and schedules. Project schedules should be realistic and include start and end dates, and things like the status of agreements should be accounted for. Discussions will also include highlighting the need for invoicing and the need for timely billings to TxDOT. Required monthly reporting on Regional Toll Revenue projects in the Revenue and Project Tracking System will also be addressed. Mr. Dell reminded members that this is an opportunity to request changes to project scopes, limits, funding, and implementing agencies. Staff cannot guarantee that all requests can be accommodated due to financial constraint. He noted that special focus will be placed on projects that are on the Milestone Policy list, and those that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List, Preliminary Engineering Audit list, and projects in the Transportation Alternatives or Transportation Alternatives Set Aside Program. Staff will also review the close out of projects funded with Regional Toll Revenue, and projects requested to be placed in the first year of the TIP (FY2021) will receive additional scrutiny. The proposed timeline for the TIP development process was highlighted. Mr. Dell noted that in advance of the coordination meeting with local partners, single entry reports inventorying all active projects will be provided for review and will be developed using data as of the May 2019 TIP cycle. Final listings will be presented to the Committee in April 2020.
10. **National Highway System Review:** Brian Flood briefed the Committee on the process to update the National Highway System (NHS) that recently commenced. The NHS was originally designated in 1996 and is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations, and intermodal facilities. In 2012, as part of Moving Ahead for Progress in the 21st Century legislation, the NHS was expanded to include all Federal Functional Classification System (FFCS) principal arterials not already on the system. Components of the NHS mandated by federal law were highlighted, as well as additional designations coordinated with local transportation officials. The current NHS review is the first effort to rationalize the NHS system as a whole since its creation in 1996. NHS designations are of importance because states receive funding from various federal apportionment programs, some of which require a facility to be on the NHS. The update

process was prompted by the Federal Highway Administration (FHWA) in mid-2017, and the Texas Department of Transportation, Transportation Planning and Programming Division (TxDOT PPD) initiated the NHS review in the State of Texas. Findings from the review were shared with TxDOT Districts and Metropolitan Planning Organizations for review and concurrence. TxDOT PPD presented a list of preliminary suggested modifications to the NHS to North Central Texas Council of Governments (NCTCOG) staff in February for evaluation. Mr. Flood noted that NCTCOG staff is in the process of evaluating the suggested modifications utilizing FHWA and internal criteria. Staff will provide statements of support, revision, or rejection of suggested modifications to NHS and (if necessary) the Functional Classification System to TxDOT PPD. Significant changes to the current system are not expected as part of the review. A timeline for the effort was highlighted which will conclude with a request for Committee action on the proposed modifications in August.

11. **Fast Facts:** Michael Morris noted that the first-floor meeting areas of the North Central Texas Council of Governments (NCTCOG) will be closed for building renovations from July 15 through the end of September. The July 26 Surface Transportation Technical Committee (STTC) will be cancelled, the August 23 meeting held at an alternate location, and the September 27 meeting moved to October 4. The August Regional Transportation Council (RTC) meeting will be cancelled, and the September meeting held at the Irving Transportation Summit. Members will be provided updates of the changes.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted that the Texas Emission Reduction Plan electric vehicle rebates have been fully expended. A portion of that funding allocated toward natural gas and propane vehicles remains available through May 31. In addition, she noted the Volkswagen Settlement Texas Mitigation Plan is moving forward. On May 7, the Texas Commission on Environmental Quality (TCEQ) will host a webinar about the funding and will also hold an application workshop on May 16 at NCTCOG. Details are available at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Bailey Muller also highlighted current Dallas-Fort Worth Clean Cities events. Details about future events, including National Drive Electric Week, are available at www.dfwcleancities.org/dfw-clean-cities-meetings.

Trey Pope provided an update on the status of the current ozone season. He noted the current design value for the region was 72 parts per billion and that the region has experienced no exceedance days for the 2019 ozone season to date.

Vivek Thimmavajhala noted that in response to TCEQ's request for local initiatives, NCTCOG staff submitted a summary of voluntary local transportation strategies in the Dallas-Fort Worth region expected to be implemented by 2020. A copy of the correspondence was provided in Electronic Item 11.2.

Berrien Barks provided an update on the most recent high-occupancy vehicle (HOV) subsidy report for tolled managed lanes in the region. As of January 2019, the current subsidy paid by the RTC is approximately \$3.4 million. In addition, approximately \$7,000 in request for reimbursements from vanpool users have been received. A copy of the near-term managed lane map, as well as a table showing the subsidy cost by corridor, was provided in Electronic Item 11.3.

Evan Newton noted that there have been no changes to the region's east/west equity distribution as of March 2019. Details of the current east/west equity percentages were provided in Electronic Item 11.4.

Rylea Roderick noted that the Transportation Improvement Program (TIP) modification submittal deadline for the August 2019 TIP modification cycle was close of business the date of the meeting.

A flyer containing Safe Routes to School Regional Training information was provided in Electronic Item 11.5.

David Garcia provided information about upcoming transit stakeholder meetings being scheduled in response to the three-area transit study approved by the RTC. Some elected officials in Collin, Dallas, and Tarrant Counties have been seeking assistance to develop a comprehensive approach to planning and implementing transit services focusing in areas not included in transit service areas. Staff will be meeting with key stakeholders from each of the study areas to define the scope of work prior to issuing the Request for Proposal. Additional information will be provided to members in the future.

Brian Wilson noted that a flyer announcing the May 13 public meeting was distributed to members at the meeting in Reference Item 11.10.

Brian Wilson also noted that a summary of the March 11 public meeting and comments were provided to members in Electronic Item 11.6.

Victor Henderson noted that the current Public Comments Report, provided in Electronic Item 11.7, contained comments submitted by the public from February 20 through March 19. Comments regarding projects, urban transportation best practices, and construction updates were in the majority.

The current Local Motion was provided in Electronic 11.8, and transportation partner program reports were provided in Electronic Item 11.9.

12. **Other Business (Old and New):** Chad Edwards thanked Tom Bamonte and Clint Hail for organizing an automated vehicle briefing in Fort Worth. Committee Chair Kristina Holcomb also expressed her appreciation for their efforts in other areas of the region.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 24, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

June 2019

Calendar

June 5, 8:30 am

TRTC Meeting

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

June 7, 11 am

DRMC Meeting

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

June 10, 6 pm

Public Meeting

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 13, 1 pm

Regional Transportation Council

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 28 1:30 pm

Surface Transportation

Technical Committee

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Survey: Help Make North Texas Safer for Walking

The Federal Highway Administration has designated Texas and the cities of Dallas and Fort Worth as pedestrian and bicycle focus areas, due to the high ratio of pedestrian-related crashes and fatalities. The Regional Transportation Council has emphasized safety as it develops a transportation system that serves the needs of the growing region.

As the region continues to improve roadway and rail infrastructure, it is important for pedestrian safety to remain a priority. NCTCOG and its partners are working to improve walkability through safety campaigns and planning studies that help pinpoint areas improvements should be made. For example, Look Out Texans is a regional safety campaign that encourages motorists, bicyclists, and pedestrians to share the roads and to look out for one another.

To further facilitate safety, the North Central Texas Council of Governments and Texas Department of Transportation are asking residents to participate in a survey to help with the development of policies and programs that will make it easier to walk throughout the region.

The survey results will help NCTCOG develop pedestrian safety plan goals and action items that identify improvements in education, enforcement and engineering. Infrastructure improvements may include better sidewalk access, enhanced lighting at intersections and more complete routes to bus stops and rail stations. This regional plan will establish a vision for improving safety, examining existing conditions and using data to make the appropriate safety improvements.

The survey will be available through July 5 at

www.dfwpedestriansafety.metroquest.com. Participants who complete the survey will be entered into a drawing to receive one of two \$100 cash cards. More information about the project can be found at

www.nctcog.org/pedsafetyplan.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



North Central Texas
Council of Governments

How can you improve AQ? Clean Air Action Day set for June 21



Clean Air Action Day is June 21. What is CAAD? This is a day when Air North Texas asks residents to pledge to do simple things in their everyday lives to positively impact air quality. Examples include bicycling or walking to work, packing lunch in a reusable bag, buying locally grown foods, taking public transit and purchasing an eco-friendly vehicle.

CAAD was created to educate the public on air quality measures and has been around for a decade. During this time, it has helped people determine how to improve air quality both inside and outside the home. The hope is to reduce the number of high-ozone days in the Dallas-Fort Worth area and protect people's health.

This does not mean that you can only do one action on June 21 to improve air quality. Make it a habit to think about and take action to make air quality better every day in multiple ways. A great first step in the fight for better air quality is signing up for air pollution alerts at www.airnorthtexas.org/signup. You will be notified when ozone levels are predicted to be unhealthy, so you can take extra precautions and limit actions that hurt air quality on those days.

Visit www.airnorthtexas.org/howto for information on programs that can help you continue improving air quality in your daily life. It is easy to get started.

Visit www.airnorthtexas.org/cleanairactionday and select the actions you plan to take to make a difference in improving air quality. Then show us and others what you have done by posting on social media, using #CAAD2019 and tagging @NCTCOGtrans.

Legislative session wraps up with few changes to transportation

The 86th session of the Texas Legislature wrapped up on May 27 with a focus on the statewide budget, school finance and property tax reform. There were only a handful of changes to transportation.

Related to Proposition 1 transportation funding, the transfer of funds from the Economic Stabilization Fund to the State Highway Fund was extended for an additional 10 years.

Additionally, cities will soon be prohibited from operating red-light cameras, but a grandfather clause does allow existing cameras to operate through the term of vendor contracts.

Technology-related measures were also proposed this session. Regulations on automated delivery devices and electric bicycles were approved, as well as a bill restricting the operation of drones over military installations.

Finally, the push to overhaul the Low Income Vehicle Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) did not pass, resulting in an end to the AirCheckTexas Drive a Clean Machine Program, which worked to improve air quality throughout the region since 2002.

Governor Abbott can sign or veto bills passed during the regular session through June 16.

PUBLICATIONS

Spring Mobility Matters issue available online

Mobility Matters, the Transportation Department's semiannual newsletter, is available online. This issue features an article on TEXRail, the recently opened commuter rail line running between downtown Fort Worth and DFW airport.

Mo Bur, the Texas Department of Transportation's Dallas District engineer, is also profiled.

Additionally, NCTCOG Transportation Director Michael Morris discusses the effort successfully undertaken to fund the Fort Worth to Dallas Regional Veloweb Trail.

This is a 53-mile trail connecting downtown Fort Worth and downtown Dallas. When the final pieces are complete, the trail will provide opportunities for ecotourism and new connections to transit and jobs.

The newly enhanced 511DFW Traveler Information System, which helps users navigate the region, is also featured. The system offers roadway and transit information via telephone, the web and a mobile app, available for free for Apple and Android devices.

Read about these and more at www.nctcog.org/mobilitymatters.

REGIONALNews

VW funding available for buses

The Texas Volkswagen Environmental Mitigation Program (TxVEMP) has opened the first round of funding for projects to replace or repower old diesel school, transit and shuttle buses.

Approximately \$11.7 million is available to the Dallas-Fort Worth area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. As of late May, nearly \$3 million had already been requested by area school districts.

Grants will be awarded on a first-come, first-served basis. For more information about the Environmental Mitigation Program, visit www.tceq.texas.gov/agency/trust.

This funding was provided to the region as part of the federal court settlement Volkswagen and will help regions across Texas fund projects aimed at improving air quality.

RTC approves development credits for AV 2.0

The RTC has approved use of transportation development credits in lieu of the required local match for entities participating in the Automated Vehicle 2.0 Program.

AV 2.0 was approved last year to assist local cities with funding associated with the planning and implementation of AV infrastructure.

AV 2.0 encourages effective public-private partnerships with the AV developer community by reimbursing public entities for costs they incur in those partnerships. The RTC's intention is to position the region as a leader in the development/deployment of AVs.

TDCs are non-cash credits allocated to states and regions to account for toll roads and tolled managed lanes that benefit the federal highway system. Part of this program is an effort to ensure all interested cities be provided the resources necessary to plan for AVs.

The use of TDCs could open the program to more cities because they would not have to come up with the 20% match typically required for the use of federal funding.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$11.7 million

Amount available to the Dallas-Fort Worth area as part of the first round of funding through the Texas Volkswagen Environmental Mitigation Program.

PUBLIC *Involvement*

Public to hear pedestrian safety overview June 10

NCTCOG will host a public meeting in June to provide an overview of the North Texas Pedestrian Safety Action Plan and present the Disadvantaged Business Enterprise (DBE) goals for fiscal years 2020 through 2022.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Monday, June 10.

The pedestrian safety plan encompasses goals and action items to address pedestrian crashes and fatalities across the region. With the guidance of a diverse stakeholder committee, the plan will include analysis of reported crash data, a public opinion survey, goals and strategies to improve pedestrian safety, as well as prioritized areas of the region.

Public Meeting Details
Monday, June 10 2019, 6 pm NCTCOG 616 Six Flags Drive Arlington, TX 76011

Additionally, NCTCOG staff is required to establish and periodically update DBE participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of these goals for fiscal years 2020 through 2022 will be presented for review and comment.

Finally, projects with committed funds from federal, State and local sources are included in the Transportation Improvement Program.

To maintain an accurate project listing, this document is updated on a regular basis and will be available online at www.nctcog.org/input for review and comment.

Information on the Regional Smoking Vehicle Program and Volkswagen funding for buses will also be highlighted.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.